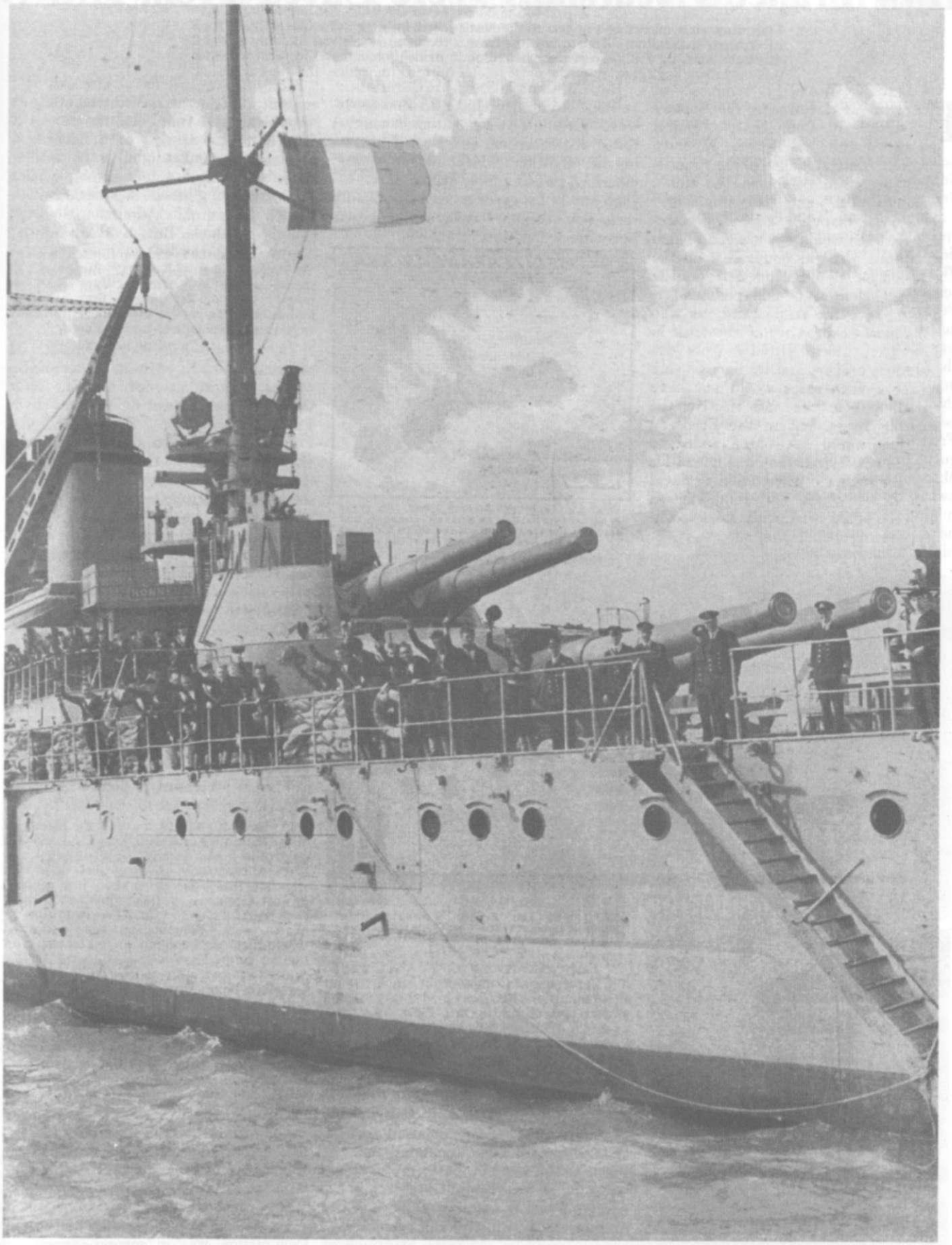


SHE WILL NOT FIRE HER GUNS FOR HITLER

These British sailors, waving to men ashore, are in possession of one of the French warships taken over by the Royal Navy on July 3, 1940, at Plymouth, Portsmouth and Sheerness. They were boarded by superior forces, and, except in the case of the submarine "Surcouf," there was no untoward incident. For the time being, at least, the French ships were allowed still to fly the tricolour. *Photo, G.P.U.*

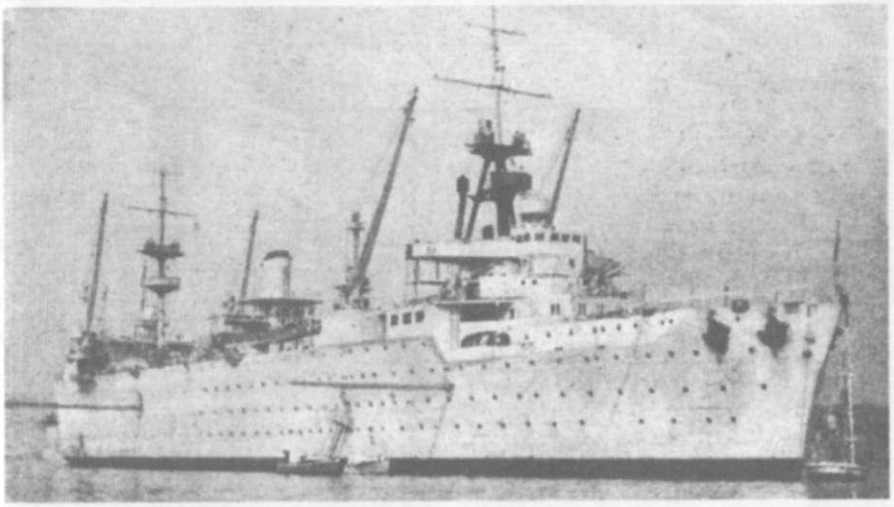
How France's Warships Were Saved From Hitler

Following Marshal Pétain's appeal to the Nazis for an armistice, the fate of the French Fleet became a matter of the gravest interest to Britain, now left as the only bulwark of Western civilization. To prevent its falling into enemy hands was imperative, but it was only, alas, by a display of the most resolute British force that this was achieved.

FACING Keitel and his semicircle of grim-faced Nazis in the railway coach at Compiègne, Admiral Leluc signed away the French Navy to Germany. True, Article 8 of the Franco-German armistice contained the words "demobilization" and "disarmament," and also Germany's "solemn declaration" that she would not use the French Fleet during the war or claim it on the conclusion of peace. But few outside Pétain's Government—and perhaps few inside it, save the senile pessimist who was its head—can have put any trust in the written word. Hitler's vows are made to be broken, and we may be sure that the French ships would not have been allowed to rot and rust in the French harbours, but in the Fuehrer's good time would have been added to Mussolini's fleet and what was left of his own. By such a concentration of naval might Britain's sea power might well have been challenged with some possibility, even probability, of success.

But Mr. Churchill and his Government and the Admiralty chiefs decided otherwise. Britain's own salvation demanded the strongest action, and after deliberating a question which Mr. Churchill described as being more grim and sombre than any in his experience, they unitedly took the decision "with aching hearts but with clear vision."

Oran on the North African coast, the great French naval base, is an artificial harbour, and some of the land on which the shore buildings stand has been reclaimed from the sea.



The 16,000-ton French aircraft carrier "Commandant Teste" was reported among the ships destroyed by the British Fleet at Oran on July 3.

Captain C. S. Holland, R.N., who presented Admiral Somerville's ultimatum to Admiral Gensoul, was at one time British Naval Attaché in Paris.
Photos, G.P.U. and Associated Press

"Early yesterday morning," Mr. Churchill told the House of Commons on July 4, "after all preparations had been made, we took the greater part of the French Fleet under our control or else called upon them with adequate force to comply with our requirements."

First, those ships were secured which had come into harbour at Portsmouth, Plymouth and Sheerness—two battleships, two light cruisers, some submarines, eight destroyers and some 200 smaller, but none the less extremely useful, minesweeping and anti-submarine craft. The operation was carried out without resistance or bloodshed, with the exception of a scuffle on the monster submarine "Surcouf," in which one British officer and an A.B. and one French officer were killed.

Most of France's naval strength was concentrated in the Mediterranean at Alexandria and Oran. At the former a French fleet, consisting of a battleship, four cruisers, and a number of smaller ships, was lying beside a strong British battle fleet. After negotiations the French admiral, Admiral Godfroy, complied with the British demands.

"Thanks to the friendship formed between the French and British crews," ran an official report issued in Cairo on July 7, "demobilization of the French fleet at Alexandria has been carried out without difficulty in a spirit of complete understanding."

There remained the fleet at Oran and its adjacent military port of Mers-el-Kebir on the western side of Algeria. Here were assembled two of the finest of France's vessels, the "Dunkerque" and "Strasbourg"; two other battleships, the "Bretagne" and "Provence"; several light cruisers, and a number of destroyers, submarines, and other vessels. On the morning of July 3, Captain Holland, who had arrived in a destroyer, requested an interview with the French commander, Admiral Gensoul, and on being refused presented a document whose vital fourth paragraph began:

It is impossible for us, your comrades up to now, to allow your fine ships to fall into the power of the German or Italian enemy. We are determined to fight on to the end, and if we win, as we think we shall, we shall never forget that France was our Ally, that our interests are the same as hers, and that our common enemy is Germany. Should we conquer we solemnly declare that we shall restore the greatness and territory of France.

Then it proceeded to demand that the French should either:

(a) Sail with us and continue the fight.
(b) Sail with reduced crews under our control to a British port. . . .
(c) Alternatively, if you feel bound to stipulate that your ships shall not be used against Germany or Italy, then sail with us with reduced crews to some French port in the West Indies—Martinique, for instance—where they can be demilitarized to our satisfaction or perhaps entrusted to the United States to remain over until the end of the war, the crews being liberated.

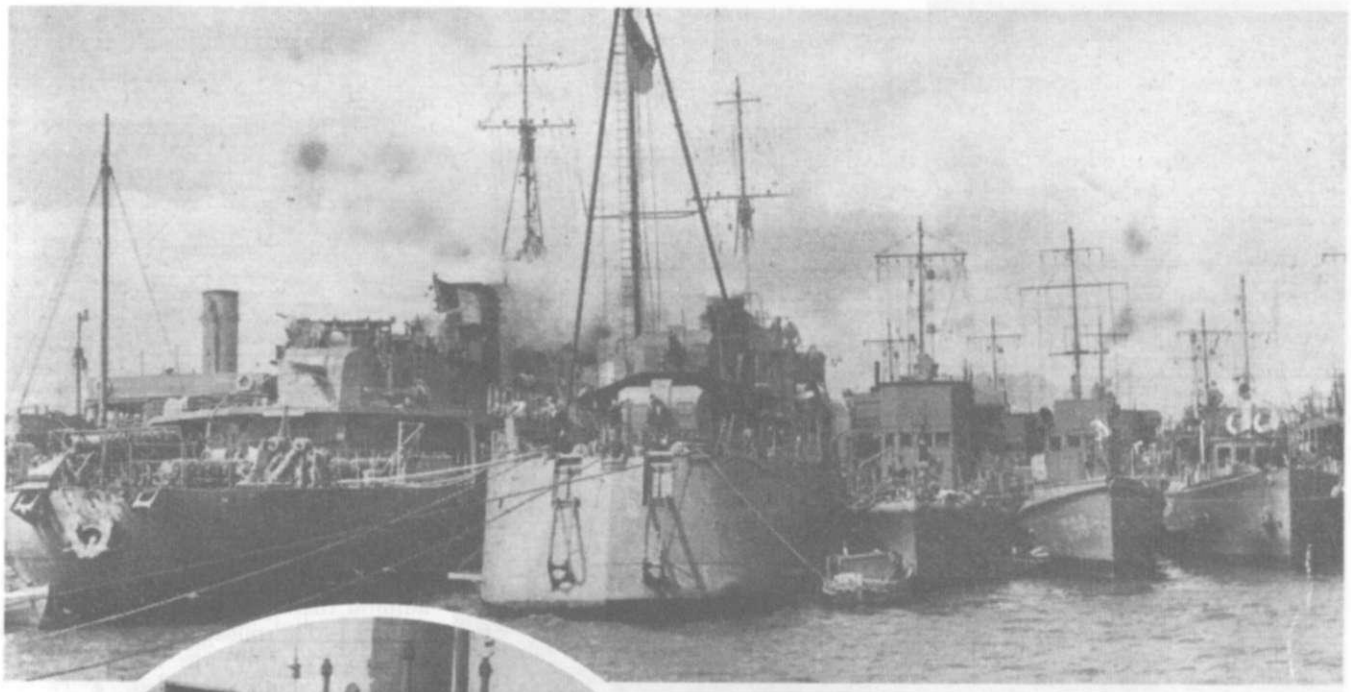
If you refuse these fair offers I must with profound regret require you to sink your ships within six hours.

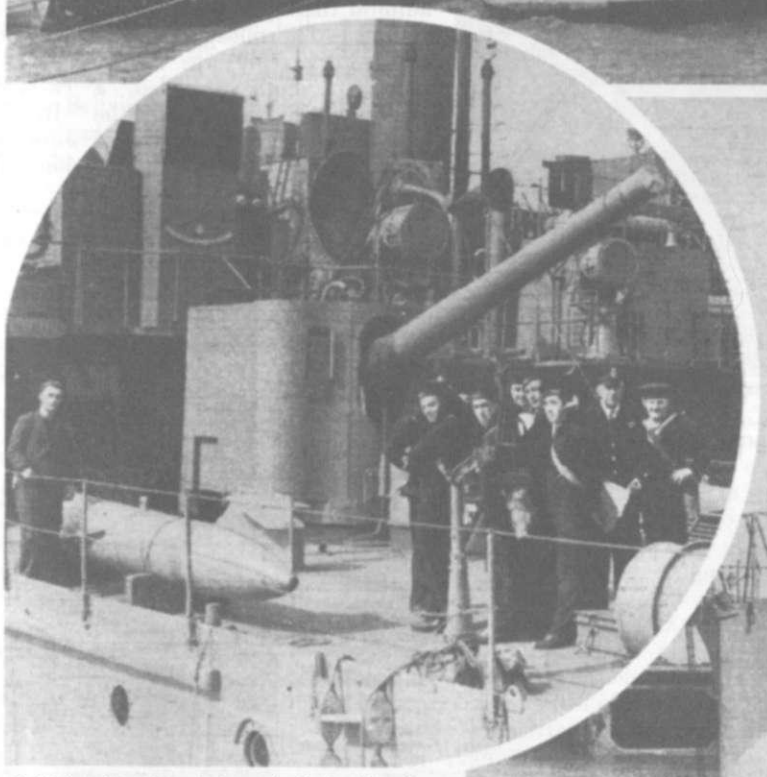
Failing the above, I have the orders of His Majesty's Government to use whatever force may be necessary to prevent your ships falling into German or Italian hands.

Unfortunately, none of these alternatives proved acceptable. After parleys which continued nearly all day, Admiral Gensoul, acting, no doubt, in accordance with orders dictated from Wiesbaden, where the Franco-German Armistice Commission was in session, announced his intention of fighting.

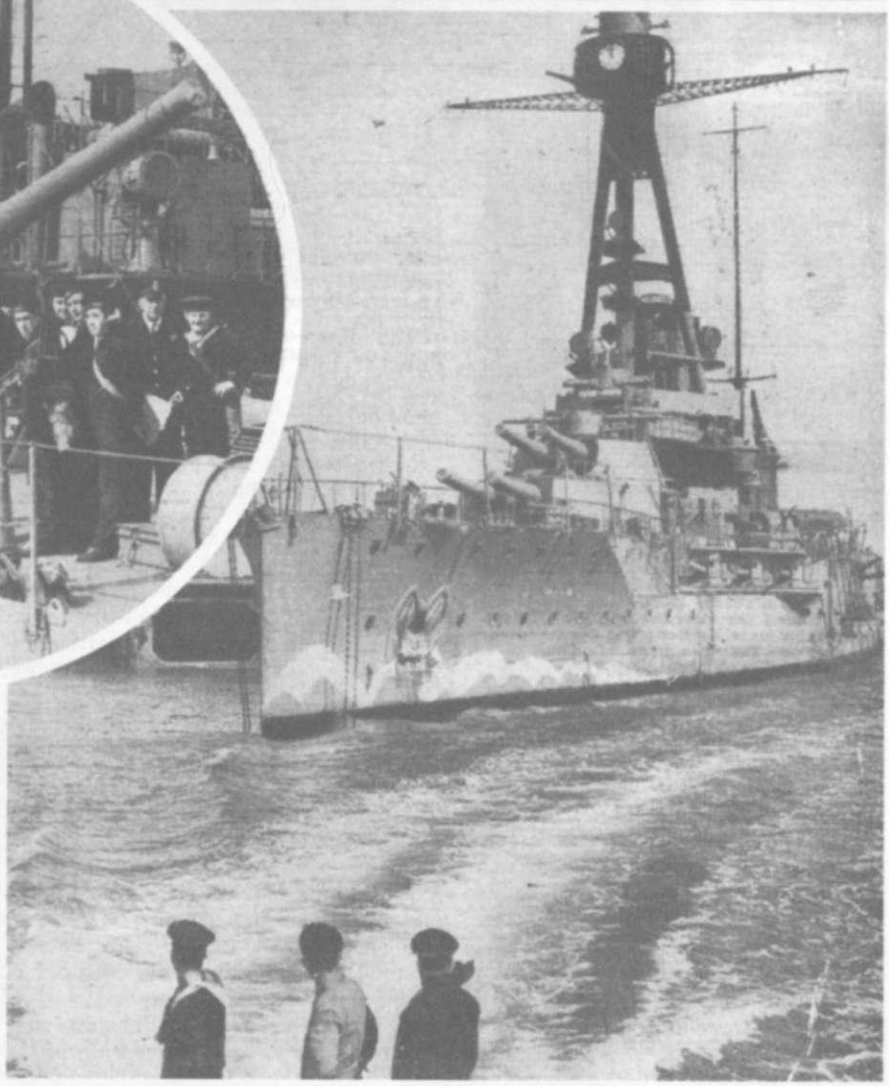
Some hours earlier a British battle squadron, with cruisers and destroyers,

And by Force or Persuasion Secured by Britain





British sailors boarded most of the French ships that had sought shelter in British ports soon after their surrender to the Royal Navy had been demanded.



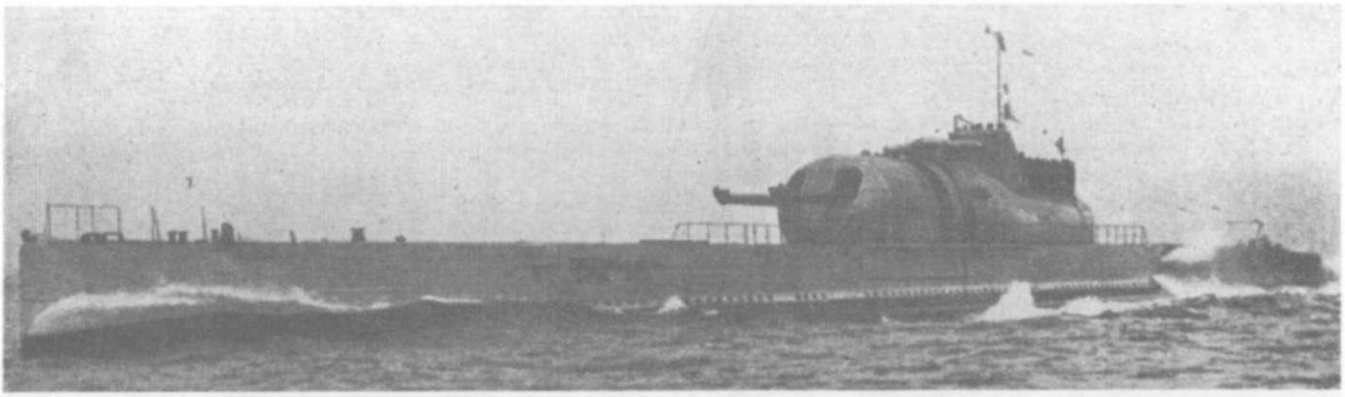
These are some of the first photographs to be taken of the French warships now in British waters. In one are some of the smaller craft, which include destroyers, submarine chasers, torpedo boats and patrol vessels. Another shows a French battleship of the Bretagne class in a British port.

Photos, P.N.A., Keystone and G.P.U.

had arrived off Oran under the command of Vice-Admiral Sir James Somerville. Admiral Somerville now received instructions from London to complete his mission before night fell, and at 5.58 he opened fire on the powerful French fleet, which was protected by shore batteries. At 6 p.m., to quote Mr. Churchill, he reported that he was heavily engaged.

"The action lasted some 10 minutes, and was followed by heavy attacks from our naval aircraft carried in the 'Ark Royal.' At 7.20 Admiral Somerville forwarded a further report which stated that a battle cruiser of the Strasbourg class (later identified as the 'Dunkerque') was damaged and ashore, that

In British Ports & at Alexandria Peace Prevailed—



Perhaps the most interesting of the French vessels taken over on July 3 was the monster submarine "Surcouf," readily identifiable by the unique seaplane hangar amidships.

Lieut.-Commander Dennis Sprague, R.N., was shot in a scuffle aboard the "Surcouf" while leading the boarding-party on July 3. Three days later his body was borne to the grave with full naval honours on July 6.
Photos, Vandyk and G.P.U.

a battleship of the 'Bretagne' class had been sunk, and another of the same class had been heavily damaged, that two French destroyers and a seaplane carrier, the 'Commandant Teste' were also sunk or burned."

While what Mr. Churchill well described as "this melancholy action" was being fought, the "Strasbourg" and some other vessels (later reported to be five cruisers, some torpedo boats, and several smaller vessels) managed to slip out of harbour, and eventually reached Toulon, although the "Strasbourg" was hit by at least one torpedo from a 'plane of the Fleet Air Arm. "None of the British ships engaged in the action was in any way affected in gun-power or mobility by the heavy fire directed on them," said Mr. Churchill, and it was later announced that the casualties were remarkably small—two wounded and two missing.

The French, however, had a very different tale to tell. Quoting what it claimed was a French Admiralty communiqué, the German News Agency said that only two survivors were rescued from the "Bretagne," and of the complements of the "Dunkerque," "Provence," and "Mogador," 200 were dead or missing and 150 were wounded. Other French official reports said that more than 1,000 French sailors were killed, wounded, or missing as a result of the battle.

The next day the battle was renewed, and on July 6 units of the Fleet Air Arm raided Oran again and secured six hits on the "Dunkerque," already crippled and driven ashore. So ended the battle of Oran, the first large-scale action since Trafalgar in which British ships had been arrayed against French. Throughout the action the Italian Navy, for whose reception, as Mr. Churchill said, "we had also made arrangements," and which was considerably stronger than the fleet we used at Oran, kept prudently out of reach.

By now all France's capital ships were accounted for with the exception of the two largest, the "Richelieu," only just completed, and the "Jean Bart" still under construction.

The "Richelieu" was lying at Dakar in French West Africa, and a British naval force was dispatched to Dakar with orders to present to the French admiral there proposals similar to those offered to his colleague at Oran. As no satisfactory reply was received within the time limit specified, a twofold attack was delivered upon the "Richelieu" in the early hours of July 8. First a ship's boat, under the command

THE ACTION AGAINST FRANCE'S NAVY
July 4—10

Name	Tonnage	
Battleships		
Richelieu	35,000	Completed, but not in commission; put out of action by British Navy at Dakar on July 8.
Jean Bart	35,000	Afloat, but not completed.
Strasbourg... ...	26,500	Torpedoed after gaining open sea at Oran. Reached Toulon.
Dunkerque ...	26,500	Badly damaged at Oran and ashore; bombed later.
Bretagne	22,189	One sunk, one heavily damaged at Oran. Two in British ports, one at Alexandria.
Provence		
Courbet		
Paris		
Lorraine		
Aircraft Carrier		
Béarn	22,146	Reported (July 8) at Martinique.
Aircraft Transport		
Commandant Teste	10,000	Reported sunk or burned at Oran.
Cruisers		
Algérie	10,000	Three at Alexandria.
Four of the Suffren class		
Two of the Duquesne class ...		
Ten light cruisers of varying tonnage		Two in British ports; one at Alexandria; five reached Toulon.
Destroyers & Torpedo Boats, etc.		
Over 70 vessels	2,800 downward	Eight in British ports; Mogador and another sunk or burned at Oran.
Submarines		
Surcouf	3,000	In British port.
Forty-five first-class craft		Some in British hands.
Over forty second-class craft... ...		
Small craft ...		Over 200 in British ports and more at Alexandria and Oran.

Note.—Under construction (some may have been put into service): 2 battleships 3 cruisers and many destroyers and smaller craft.
The ships at Alexandria were demilitarized by agreement on July 7.

—But at Oran and Dakar They Fought it Out

of Lt.-Commander R. H. Bristowe, was sent into the harbour and dropped depth charges close under the stern of the warship as she lay at anchor in the shallow water, so as to damage her propellers and steering gear. Then the main attack was developed by aircraft of the Fleet Air Arm which secured at least five hits with their torpedoes on the battleship's mighty frame. Air reconnaissances revealed that the "Richelieu" had a list to port and was down by the stern, while a large quantity of oil fuel covered the water around the ship. As for the "Jean Bart," Mr. Alexander, Britain's First Lord of the Admiralty, told the House of Commons on July 9 that he preferred not to say where she was.

With howls of rage the Germans received the news of these Nelson-like strokes. Mr. Churchill was assailed with the foulest vituperation, and in French Government circles, too, there was the most bitter denunciation, talk of a stab in the back, "all the more hateful as it was made by our Allies of yesterday." But in Britain and overseas, and in America in particular there was nothing but praise for the resolute way in which a most tragic dilemma had been resolved.

Nevertheless, there was no triumphing in Britain over the issue of the "melancholy action" of Oran. Rather there was the profoundest regret that the stroke should have been made necessary by the treachery of Pétain's government.

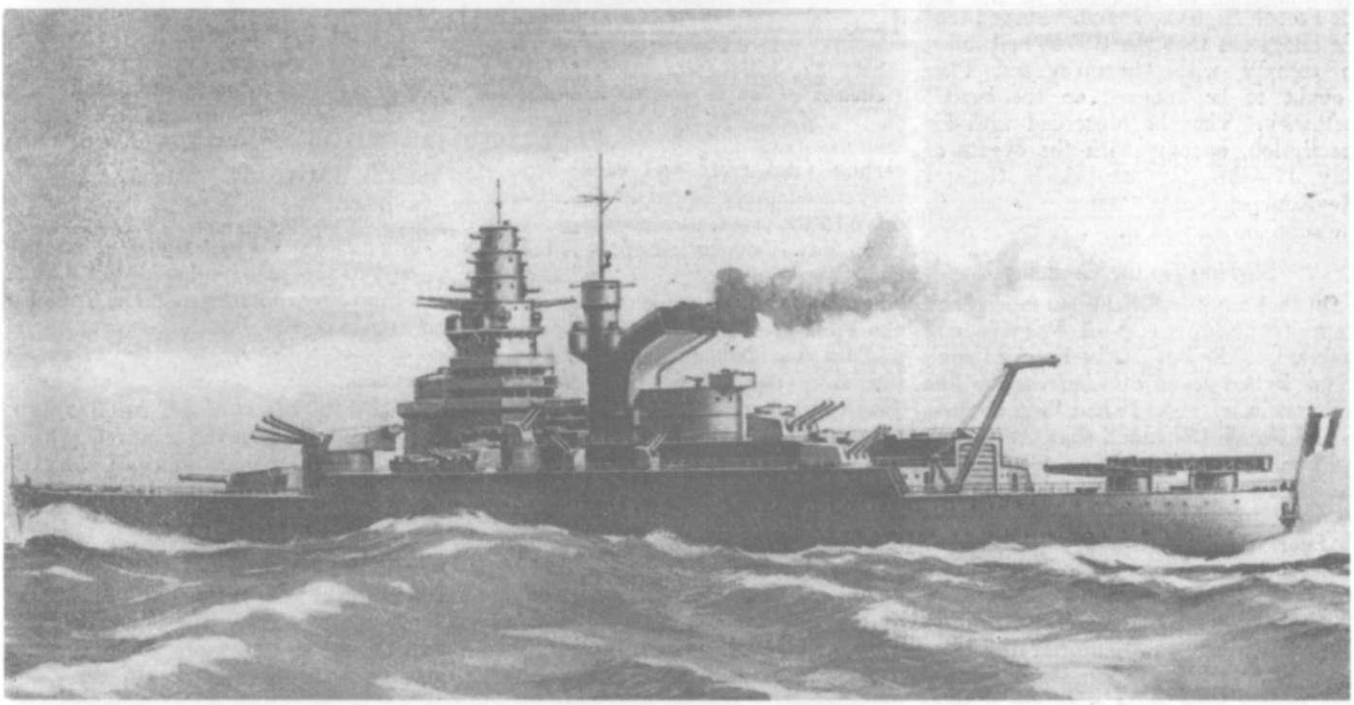
The opinion of Frenchmen in England was well expressed by General de Gaulle when he asked the British people to "spare us and spare themselves from any interpretation of this tragedy as a direct naval success." That, he said in a broadcast, would be unfair. "The French ships at Oran were in fact incapable of fighting. They were at their moorings unable to manoeuvre or scatter, with officers and crews who had been corroded for a fortnight by the worst moral sufferings. They gave to the British ships the advantage of the first salvos, which, as everyone knows, are decisive at sea at such a short range. Their destruction is not the result of a fight. Nevertheless," he concluded, "I would rather know that the 'Dunkerque'—our beautiful, our beloved, our powerful 'Dunkerque'—is aground at Oran than see her one day manned by Germans shelling English ports or Algiers, Casablanca, or Dakar."

Mr. Churchill himself had no need of apology. "I leave the judgement of our action with confidence to Parliament," he declared in the course of his magnificent oration in the House of Commons on July 4. "I leave it to the nation. I leave it to the United States. I leave it to the world and history."

Lieut.-Commander R. H. Bristowe, hero of the brilliant exploit by which depth charges were exploded against the stern of the "Richelieu."

Broadcasting on July 4 Mr. A. V. Alexander, while deploring the bitter road which led "from the glorious cooperation of two navies at Dunkirk to the melancholy action at Oran," paid a high tribute to "the spirit which burned in Admiral Somerville and his men."

Photos, "Daily Mirror" and Associated Press



The "Richelieu," France's greatest battleship, laid down in 1935 was only completed recently, and no photographs of her ready for sea are available. A naval artist's reconstruction of her from technical data, however, shows her truly formidable appearance. This great 35,000-ton ship carried eight 15-in. and fifteen 6-in. guns, besides 18 anti-aircraft guns. Remarkable features are the towering superstructure and strangely shaped funnel.

Specially drawn for THE WAR ILLUSTRATED *by Laurence Dunn*

Where and Why the Battle of France Was Lost

First Full Account of the Military Failure Which Led to the French Capitulation

Perhaps it was only natural that the Bordeaux Government should endeavour to explain its desertion of the Allied cause by putting the blame for France's collapse on the B.E.F. So that the reader may judge for himself, we give below M. Baudouin's charges and an account of the Battle of the Gap largely based on a statement by a senior staff officer.

AFTER the defeat, the inquest. In a statement issued from Vichy on July 5, M. Baudouin, Marshal Pétain's Foreign Minister, gave a description of the military events, as decisive as they were disastrous, of the past few weeks—a description which was obviously dictated by the desire to curry favour with his Nazi masters by belittling the contribution made by the B.E.F. to the Allied cause.

The first serious strategic error (said M. Baudouin) was on May 10, when the French left their trenches at England's demand and rushed to the Low Countries. General Weygand, in an attempt to close the Artois gap, asked the British to strike south while the French pushed north. General Sir Edmund Ironside agreed; but the British delayed for two days, and then suddenly abandoned Arras and raced north towards the ports, while the German divisions poured in. It was General Weygand's opinion that if the British had obeyed orders the gap could have been closed.

General Weygand asked for British troops and aircraft on the Somme-Aisne front, but only five of the 40 air squadrons engaged were British, and no British troops ever arrived.

Two days later a senior staff officer of the B.E.F. replied in London to M. Baudouin, giving the first really detailed and authoritative account of the battle by one who was actually there and in a position to know. While refraining from recrimination or criticizing in any way the French High Command, he urged that the allegation that the B.E.F. had failed to comply with the Weygand Plan "ought to be knocked on the head" forthwith. Then he proceeded with his description, opening with the events of May 19—the day on which General Weygand succeeded General Gamelin in the supreme command.

Slowing Up the Germans

On that day the B.E.F. had fallen back from its position east of Brussels and Louvain to the line of the Escaut Canal, where it had seven divisions in the line and two in reserve. It had been obvious to the British Command that the British right rear was likely to be placed in a dangerous position, and so steps had been extemporized by improvised forces at Lens, Béthune, Douai and Arras to protect the right rear, not only of the B.E.F. but also of the First French Army. These improvised forces were recruited from partly trained Territorial divisions, three of which had been sent out to France some weeks before for work on aerodromes and roads. They had had a certain amount of training, but they were not fighting formations, for while they were armed with rifles, a certain proportion of machine-guns, and a few anti-tank weapons, they had no artillery. Nevertheless, they were thrown into the battle and they fought very gallantly indeed. By their defence of Arras and certain vital river and canal crossings they considerably slowed down the German drive to the coast.

May 19. The position in Flanders when General Weygand succeeded Gamelin. The shaded line represents the Belgian Army; white dotted line, the B.E.F.; black, the First French Army.

May 22. With the view of closing the gap at Cambrai, General Weygand planned that the B.E.F. and the First French Army should attempt to join up with the French forces attacking from the Somme.
By courtesy of the "Daily Mail"

On May 19 on the left of the B.E.F. was the Belgian Army from Oudenarde to Ghent and the sea, while on the right was the First French Army of between eight and ten divisions, extending in a curved line from St. Amand to Valenciennes. These French divisions were in a considerable state of disorganization, for they had fought their way back from the line at Namur and had been subjected to an attack which was probably heavier than any that had so far been launched against the B.E.F. They had been pushed back, and at each stage had lost more and more of their equipment until by now they were undoubtedly in a bad way. Several days were fully occupied in reorganizing and trying to regain some cohesion.

South of the First French Army was the gap of some thirty miles to the Somme, and by May 19 this gap had been in existence for about a week, and all the French efforts to plug the hole had been unsuccessful. During that week something like eight German armoured divisions, followed by perhaps eight motorized divisions, had been pouring through the gap and creating untold havoc and disruption beyond. The situation was still very obscure, and so conflicting were the reports that no one could be sure whether the French or the Germans held the bridgeheads. This, then, was the position which confronted General Weygand when he took over the supreme command.

Planning to Close the Gap

On May 20, General Ironside, Chief of the Imperial General Staff, went to G.H.Q. to discuss the position with Generals Billotte and Blanchard. By this time it was quite clear that an effort had to be made to push forces from the B.E.F. and the First French Army in a southward direction to try to regain contact with the French on the Somme; it was also clear that to do that an attack was necessary. There could be no question of an unhindered march through the area of the gap, because the Germans were in occupation of it. In any case, a considerable amount of preparation had to be done.

The B.E.F. had only two divisions in reserve on May 20, and it was decided that these two divisions, the 5th and 50th, would carry out an attack from Arras, which was still held by their comrades to the south, and across the Scarpe River. The attack was to be supported on the right or western flank by elements of the First French Cavalry (Mechanized) Corps. General Billotte agreed to this plan, and said that part of the First French Army would be available to continue the British left flank and cooperate with it in the southerly direction.

That attack was timed for 2 o'clock on May 21, but on the morning of that day the British were informed that the French division on their left were not ready to attack and would not be ready before May 22. Nevertheless, it was obvious that the sooner the attack was launched the greater its chance of success. Time was pressing. The longer the gap was left open, the more Germans were able to pour through it. In these circumstances Lord Gort made his own decision, resolving that, even though the French were not in a position to support

Where the B.E.F. Fought Hard to Close the Gap

It was at Ypres (seen right, after suffering damage from the German onrush) that on May 22 General Billotte explained to Lord Gort and the King of the Belgians the French plan for a combined counter-attack intended to close the Somme gap.

Two British divisions made a counter-attack on the morning of May 21, maintaining their positions until almost surrounded by the Germans and then being withdrawn. The photo below shows a typical scene during the operations—British Army lorries of a convoy forging along under heavy bombardment.

On May 22 the King of the Belgians, Lord Gort and General Billotte met at Ypres. General Billotte (seen in the photo below) commanded the first group of French armies, but he also had "power of co-ordination" of the French, British, and Belgian Armies. At this meeting he explained General Weygand's plan to close the Somme gap. That night, on his way back to headquarters after the Ypres meeting, General Billotte was killed in a car accident.

Photos, British Official: Crown Copyright; Fox, E.N.A., Topical Press

In order to hamper and delay the German advance the B.E.F. were compelled to destroy or seriously damage roads and railways in the threatened zones—a fact which made more difficult any counter-attacks against the enemy. Here (left) is a railway station on a main line to the French coast, after British Royal Engineers had rendered it useless to the Nazis.

Weygand's Plan Came Too Late to Save the Day

the B.E.F.'s left, the attack should be delivered.

Delivered it was, and the British divisions reached their first objective south of Arras and inflicted heavy casualties on the Germans. Many prisoners were taken, but the very heavy opposition which was encountered showed that it was now not merely a question of dealing with a few raiding columns of German armoured divisions, but of meeting strong bodies of infantry which were consolidating the position.

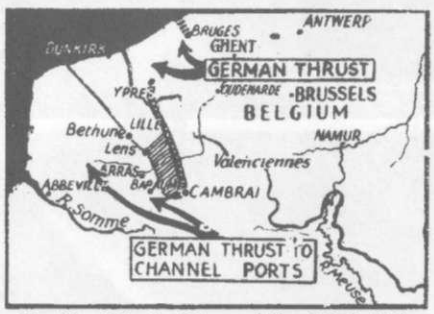
For the next two days the two divisions fought very hard, especially in front of Arras. All that time the Germans were working round their western flank, and on May 23 they had almost surrounded the British. On the evening of that day Lord Gort decided he could not keep his men there any longer or they would be surrounded and captured. So they were withdrawn, just in time, eastwards to Douai.

Gort in Conference at Ypres

Meanwhile, there had been a meeting at Ypres on May 22, attended by the King of the Belgians, Lord Gort, and General Billotte, commanding the First French Army, who had also been given "power of co-ordination" between the French, British, and Belgian armies. Earlier in the day General Weygand had paid a flying visit from Paris to explain his intentions, but unfortunately Lord Gort did not receive the message announcing the visit until the next day and so did not see General Weygand.

At the meeting at Ypres on May 22, General Billotte explained the plan which General Weygand had devised for closing the gap which extended from Douai to the Somme. In brief, it was intended that an attack should be made by the French from the south from the direction of Roye northwards to join an attack to be made from the north by the First French Army and the B.E.F., then in the neighbourhood of Douai and Valenciennes. Instructions were telegraphed from London on May 23 that the plan should be carried out, and so Lord Gort proceeded to General Blanchard—for in the meantime, by one of those unlucky chances which so often upset the best laid plans, General Billotte had been killed in a car accident while returning to his headquarters after the Ypres meeting—with the proposal that an attack should be made in a southerly direction in accordance with what General Weygand had in mind. This attack was to be made by two British divisions and three French divisions with the objective of the railway at Havrincourt and Marcoing, and it was hoped that the French would be able to join up in the attack from the south. The date suggested by Lord Gort for the attack was May 26, although the French would have preferred that it should have been launched a day earlier. It was pointed out, however, that the two British divisions involved were those which had been engaged at Arras and the Scarpe—without French support—and had only just been withdrawn from the line, whereas the French had had six days to reorganize.

Another question which had to be considered was the munitions situation, which was by no means "rosy." The munitions available in France at that time were just a "gun issue"—160 rounds



May 26. Why the Weygand Plan failed. If the attack as contemplated had been delivered, the two British divisions would have found themselves in a trap—the shaded area—with the Germans thrusting through the collapsed Belgian defences on the north and rapidly approaching the Channel ports on the south.
By courtesy of the "Daily Mail"

per gun—and the B.E.F. were short of small arms munitions. Attempts to land munitions by parachute had not been too successful because the Germans learned of it and started to attack the aeroplanes bringing the munitions over.

In the way of food supplies there were in the country supplies for only two and a half days, and the forces were put on half rations. Some months before, as a matter of precaution, seven days' supplies of munitions had been brought north of the Somme in case of interruptions of supplies from the air. It was not air attack, but the German armoured forces which cut them off from their supplies. Nevertheless, they had sufficient munitions for what they had to do.

Another preoccupation presented itself on May 25, when the Belgians were attacked and were driven northwards in disorder. It had been hoped that if the Belgian forces were obliged to withdraw they would be able to revolve and establish themselves on the Ypres Canal, and so continue to form part of a line on the left of the B.E.F., but what actually happened was that the Germans rushed up from Courtrai, pushed the Belgians northwards towards Bruges, and opened up a new danger of the possible encirclement of the left flank of the B.E.F.

Lord Gort had one brigade in reserve, and that was pushed up to the left flank near Ypres. That was not enough. The Belgians were giving, it was all too obvious. At 6 p.m. Lord Gort saw that the situation on his left flank, far from being likely to improve, was likely to get much worse. Therefore, he decided that first the 50th Division, to be followed later by the 5th Division, instead of attacking to their south, had to go to the Belgian front at once. Had he decided otherwise it would have meant another arm of the pincers going towards Dunkirk and cutting off the British forces.

When he made his decision to take these two divisions away from the attack which was to be staged, the Commander-in-Chief realized that the French would probably take it as an excuse or as a reason for not attacking themselves. The British did not think there was the least likelihood of the French carrying out an attack unless they were very strongly supported by British troops. But that risk had to be accepted. General Blanchard was informed that these two divisions were no longer available for an attack in a southern direction.

When General Blanchard was visited by British staff officers on the morning of May 26 they found him obviously disturbed by the situation; indeed, he and his staff were working out plans for withdrawal as fast as possible—the only thing he could do, in fact.

In truth, General Weygand's plan was admirable—on paper; in fact, as a plan it was the only one available. The trouble was, however, that it came too late because, first, there were too many Germans in the area, and, second, before it could be brought into operation the British left flank composed of King Leopold's army had disappeared, and there were not sufficient reserves to deal with both flanks at the same time.

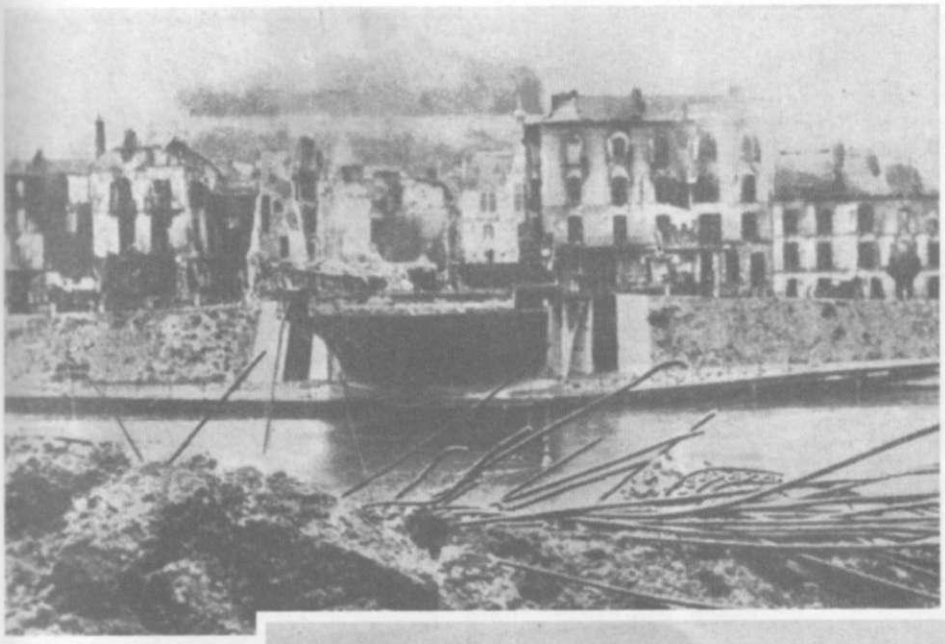
When Leopold Surrendered

It should be realized that at about this time the B.E.F. was extended along a line of 75 miles, which obviously did not allow of any reserves for charging. The British, unsupported by the French except for their First Cavalry Corps, had put everything they had in reserve into the attack developed two days before the Weygand Plan was evolved. So far as their left flank was concerned, the position became hopeless when at eleven o'clock on the night of May 27 it was learned that the King of the Belgians was asking for an armistice at midnight.

As for the other part of the Weygand Plan—that the French should attack northwards—this never matured at all; in fact, it may be stated that the French gained no ground whatsoever.

In the words of the senior staff officer, "We kept on waiting for news of the attack from the south, but nothing happened. We regarded ourselves as something like a beleaguered garrison which could make a sortie, but the relief of the garrison must come from the outside."

France's Fair Face Befouled by the Nazis



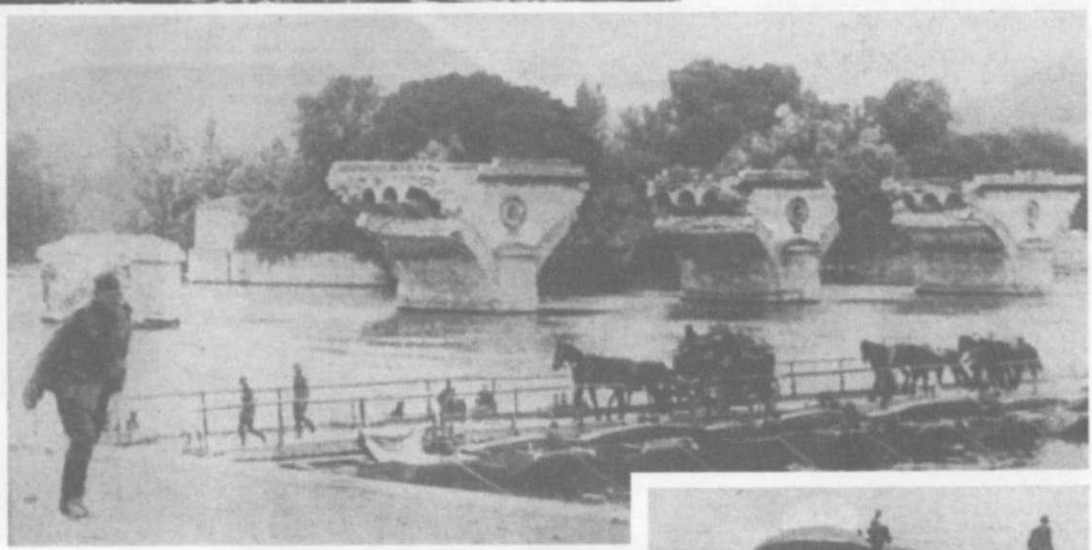
HOW terrible was the devastation wrought in the fair land of France by the Nazi "Blitzkrieg" will be in evidence from these photographs. Wherever the Nazi monster trod there was left a trail of destruction, as by the most brutal methods Hitler sought to destroy the morale of the civilian population and to drive out the inhabitants in terror to crowd the roads and embarrass the defending forces. Then, too, more damage was caused by the blowing up of bridges by the defenders and by other measures intended to hold up the Nazi advance. Though France was at war with Germany for 9 months and 19 days, only 39 days elapsed from the beginning of the western offensive (by the invasion of the Low Countries) to the day when Marshal Pétain announced that France must give up the fight. That such a panic-stricken surrender was untimely is indicated by the fact that isolated bands fought on in ignorance of the shameful armistice: e.g., the 22,000 heroes of the Maginot defences who held out until June 22, when they were ordered to yield.

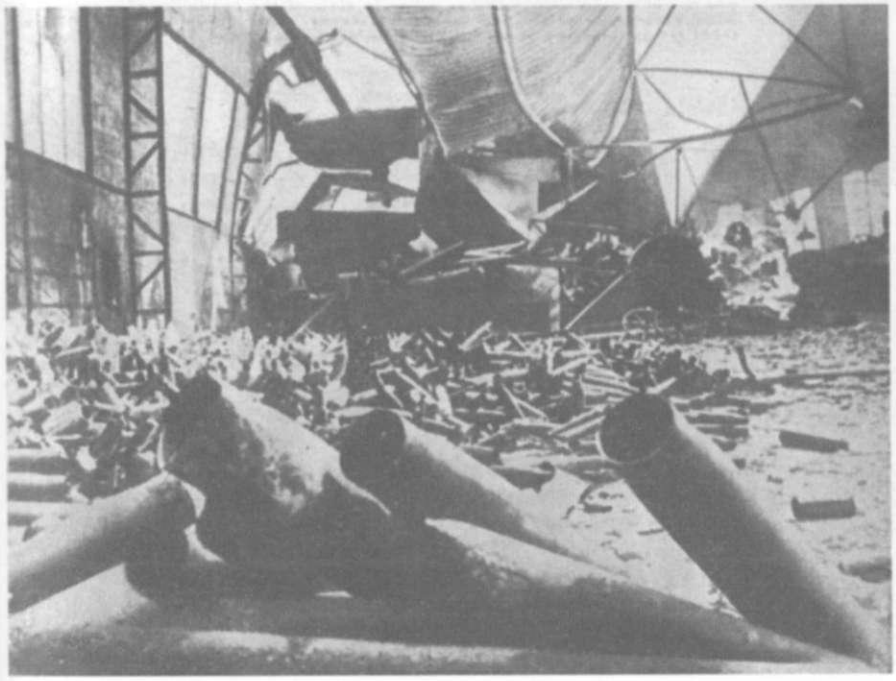
The Nazi army passed this way in the great drive to the south of France. Above is the once picturesque little town of St. Père, a hundred miles south of Paris, now but a shattered shell.

Bridge after bridge was blown up by the French in their last desperate attempt to stem the German tide. Right is one of the broken bridges across the Seine, alongside of which the Nazis built a pontoon bridge for their troops to cross.

As they retreated the French destroyed most of the munition factories in France. Below is one of them smashed beyond repair and useless for any purpose except providing scrap metal.

Photos, Associated Press

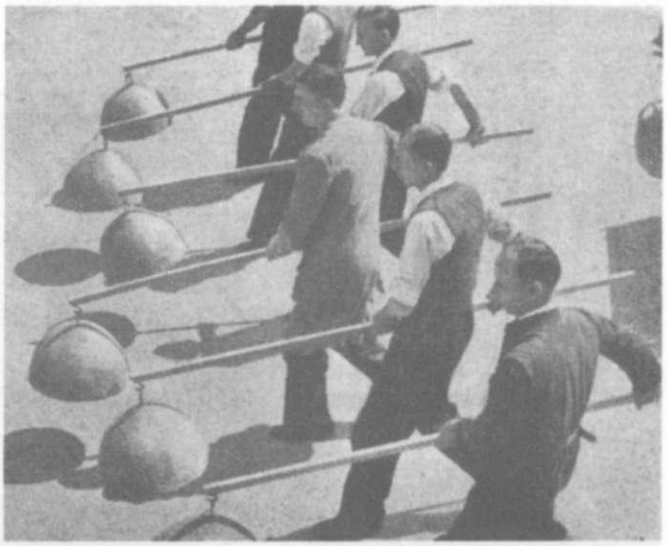




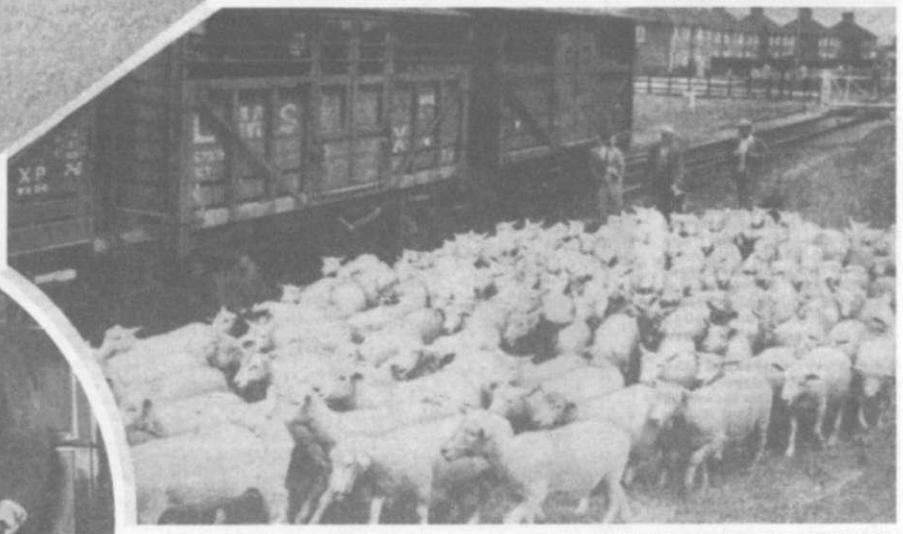
This scene will recall sad memories of the last war, for it is Fort Mare, near Verdun, the scene of bitter fighting in the long, heroic and successful defence of the fortress in 1916-1917. These shellholes were not made then but in June, 1940, when the fort quickly fell to the Nazis.

More Signs That Britain Is Really Awake

Here, in a peaceful meadow on an English farm, disused carts and wagons have been so disposed as to make an enemy landing from the air a very risky proceeding.



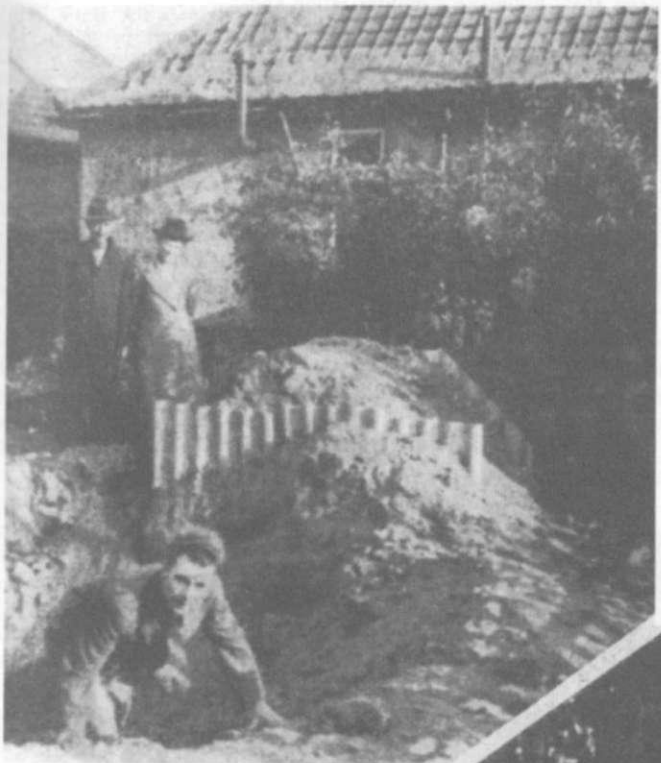
Bomb "snuffers," which may greatly lessen the danger from incendiary bombs, are now being made. At the end of a long handle is a dome-shaped wireframe coated inside and outside with asbestos fibre. There is no need to wear fireproof clothing to handle such extinguishers.



The evacuation of livestock from certain areas of Southern and Eastern England was one of the defence measures taken in view of the possibility of invasion. A large proportion of the four-footed "evacuees" were sheep and here some of them are arriving at a goods yard on the start of their journey. *Photo, Keystone*

Mr. Winston Churchill, who is Minister of Defence as well as Prime Minister, visited the South Coast on July 2 and inspected defence measures. He is seen above leaving a Brighton hotel near which some 5,000 people assembled to cheer him. It was a strangely changed Brighton that greeted the Prime Minister, for the seaward side of the promenade is now forbidden ground to civilians and has no other promenaders than soldiers and police. *Photos, "News Chronicle" and Fox*

Anderson Shelters Stand Up To The Test



Though a German bomb fell close beside this Anderson shelter in the east of England, making the crater seen here, the two occupants were not injured.

NO better tribute to the efficacy of the Anderson shelter could be desired than that given by these photographs of the erections after German aerial bombs had fallen close beside them. Three are on the very brink of bomb craters, and in no case did the enemy missile fall more than a few yards away. It will be noted that the corrugated steel walls and roof have been well covered and backed up with earth, in accordance with the official directions; the thickness should be 15 inches at top and 30 inches at the sides. Another important point is to ensure that the entrance is shielded by a neighbouring brick wall, or by a baffle made of bags or boxes of earth or sand piled up high enough to protect the opening from blast or splinters. Only by attention to these points can the full security of the Anderson shelter be obtained.

This shelter in a south-west town of England kept a family of four safe from a bomb that fell a few yards away and almost buried it in debris. Even the gramophone (below) which they had taken with them to pass away the time was retrieved intact.

Despite the destruction wrought on near-by houses by a Nazi bomb, this shelter was left intact, and none of its occupants was harmed.

Photos, Fox and "Daily Mirror"

Over the Channel Islands Flies the German Flag!

With sorrow the British people heard the news that, following demilitarization and partial evacuation, the Channel Islands had been bombed by Nazi 'planes and then occupied by enemy detachments. Some account of the invasion is given below, and in page 51 is an eye-witness account by a citizen of Jersey.

SINCE 1066 the Channel Islands—then part of the dominions of William the Conqueror, Duke of Normandy—have been attached to the British Crown. For nearly 900 years the islanders, despite their French speech and their many peculiar ways and ancient privileges, have been among the most loyal of English subjects. Once or twice the islands have been taken by the French, but today it is the soldiers of Hitler who lord it over Jersey and Guernsey, Alderney, Sark, and their girdle of rocky islets.

There was much blowing of trumpets by the Germans over their first capture of British territory. The announcement was made in the shape of a special communiqué of the German High Command, broadcast after the rendering of the Nazi battle song "We are off to fight against England," and it read as follows: "On June 30 the British island of Guernsey was captured in a daring *coup de main* by detachments of the German Air Force. In an air fight a German reconnaissance aeroplane shot down two Bristol Blenheim bombers. On July 1 the island of Jersey was occupied by surprise in the same manner."

There was nothing daring about the capture, however, nor was there anything in the nature of a surprise. None of the islands is farther than thirty miles from the French coast, and as soon as northern France was overrun by the Nazis it became obvious that the Channel Islands might be invaded at any moment. Considerations of prestige and of sentiment might have demanded that the islands should have been defended against hostile attack, but to do so would have meant the detachment of forces—military, naval and air—which might well be better employed elsewhere. None the less, it must have been with a heavy heart that the authorities took the decision to abandon to the enemy territory which was as English as any in England.

In the last week of June it was decided to demilitarize the islands and to evacuate a considerable part of the population.

As soon as the Channel Islands were evacuated, a Channel Islands Relief Committee was formed in London. Inquiries are here being answered at the Committee's offices.

The Star

CXVI.—No. 156 MONDAY, JULY 1, 1940. GRATIS

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ORDERS OF THE COMMANDANT OF THE GERMAN FORCES IN OCCUPATION OF THE ISLAND OF GUERNSEY

On the day after the Germans occupied the Channel Islands, the local newspapers appeared as usual. They were free only in the sense that they were given away. The front page of this newspaper shows the use to which they were put by the Germans. They told the people that if they did not submit to their new rulers they would feel the whole force of Nazi ruthlessness.

Photos, "Daily Mirror" and Central News

The Royal Guernsey Militia and the Jersey Militia were disbanded, and so, too, were the recently formed detachments of Local Defence Volunteers. The people were told that if they wished to leave for England they had only a few hours in which to pack, as boats were already waiting at the ports to take them across the Channel.

During the next few days the customary placidity of the islands was rudely shattered. Houses which had been homes for generations were left in a shuttered abandonment. Potato and tomato fields were ploughed up, and though many of the great herds of Jersey and Guernsey cattle were shipped across the water, many, too, had to be destroyed. Motor-cars driven to the ports were offered for sale at £1 apiece, but not a purchaser was forthcoming. Many a shopkeeper about to leave for England gave away his goods, and in the public-houses drinks were to be had for the asking. As there was no room on the boats for pets, the dogs and cats were shot, and so great was the run on the vet's services that the owners had to line up while their dumb friends were dispatched.

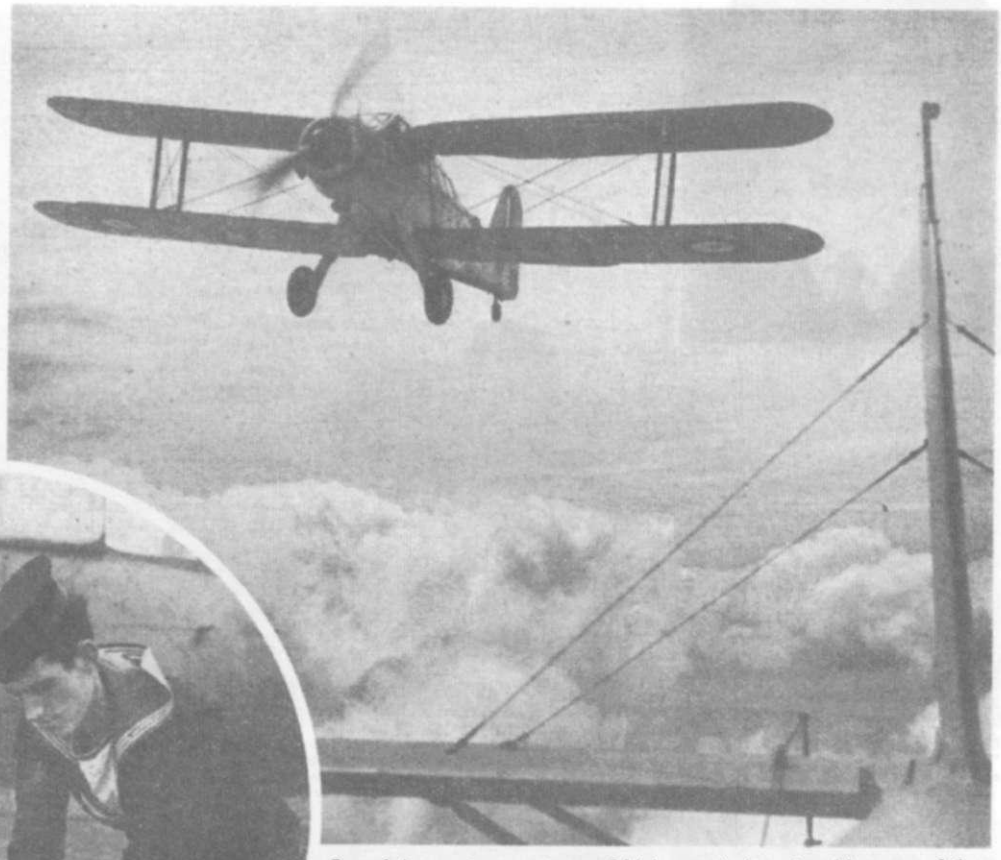
Of the total population of rather more than 90,000, some 25,000 sought safety in England. For the most part the refugees were young men of military age, women and children. They were evacuated by a motley collection of vessels, which included trawlers, potato boats, and even a coal boat, and had to face a passage which even to Weymouth took twenty-four hours, and many of the vessels had only ship's-biscuits and water on board.

For the majority of the islanders, however, the ties of home were too strong to be severed with such suddenness, and in their resolve to stay on they were supported by the example of many of the leading members of their little communities. Thus, the Jersey States of Parliament announced that "we are remaining at our posts to carry on our duties, and we are all of us keeping with us in these islands our wives and families." In Guernsey, the King's Procureur told his people that he would inform the Nazis when they came that the Islanders had no arms and would offer no resistance, and would ask that their enforced submission should not be abused; and Mrs. Hathaway, Dame of Sark, similarly intimated that she was remaining in her diminutive domain.

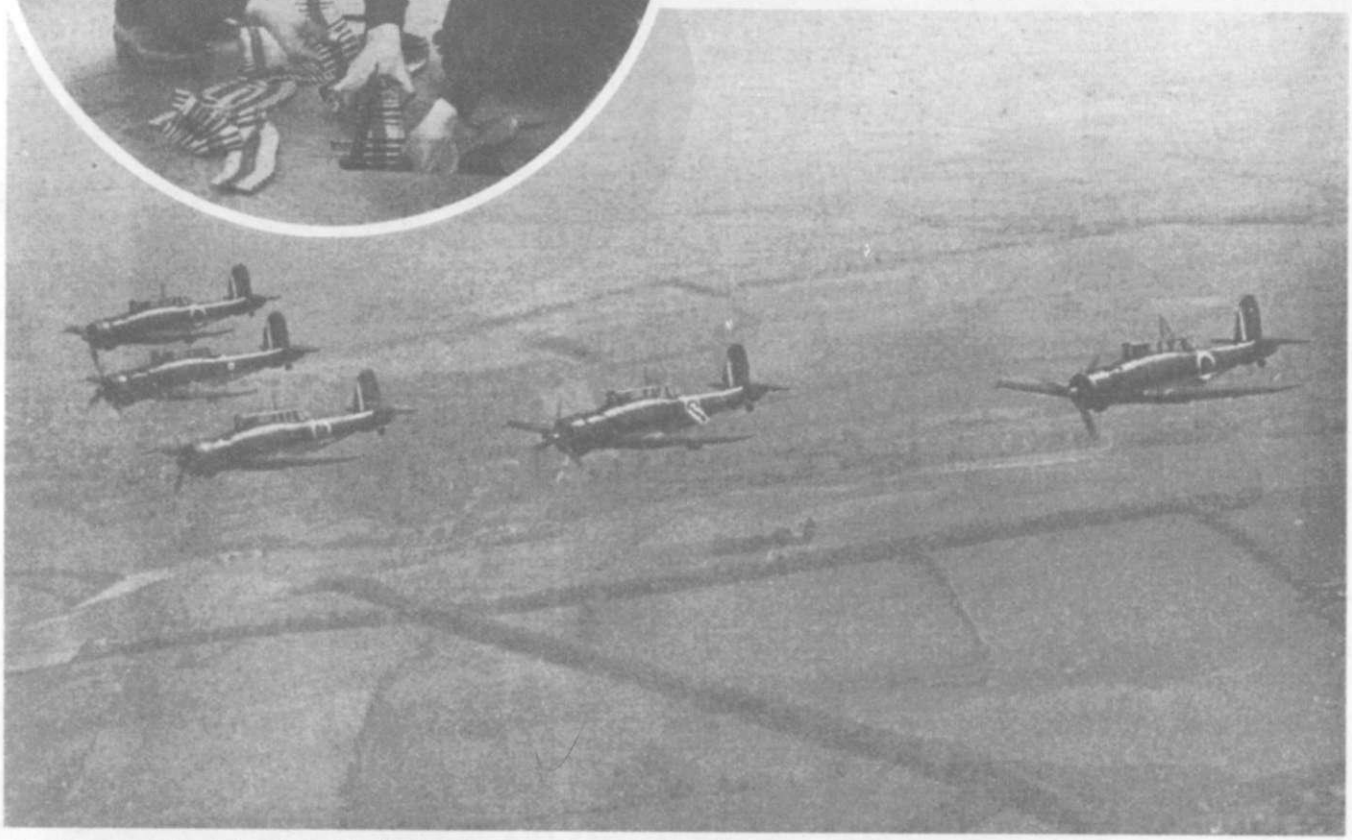
By June 28 the evacuation was practically completed and the islands had been demilitarized, but this latter fact did not prevent the Nazis from delivering a murder-raid. So for a space the Channel Islands become German.

The Fleet Air Arm is Quick Off the Mark

THE Fleet Air Arm is the offspring of the Royal Navy, and it has already proved itself worthy of the glorious record of its sire. In the long operations in Norway the F.A.A. showed the finest qualities of fighting airmen. Then in the bombing of the French battleship, "Dunkerque" after she had been damaged and had run ashore in Oran Harbour, the Naval airmen finally put "paid" to her account. During the same week-end, the F.A.A. made very effective attacks at Bergen, Catania and Tobruk. Finally, it was the bombs dropped on the "Richelieu" by the F.A.A., after Lieut.-Commander Bristowe had dropped depth charges under her stern, that put her out of action for a very long time to come.



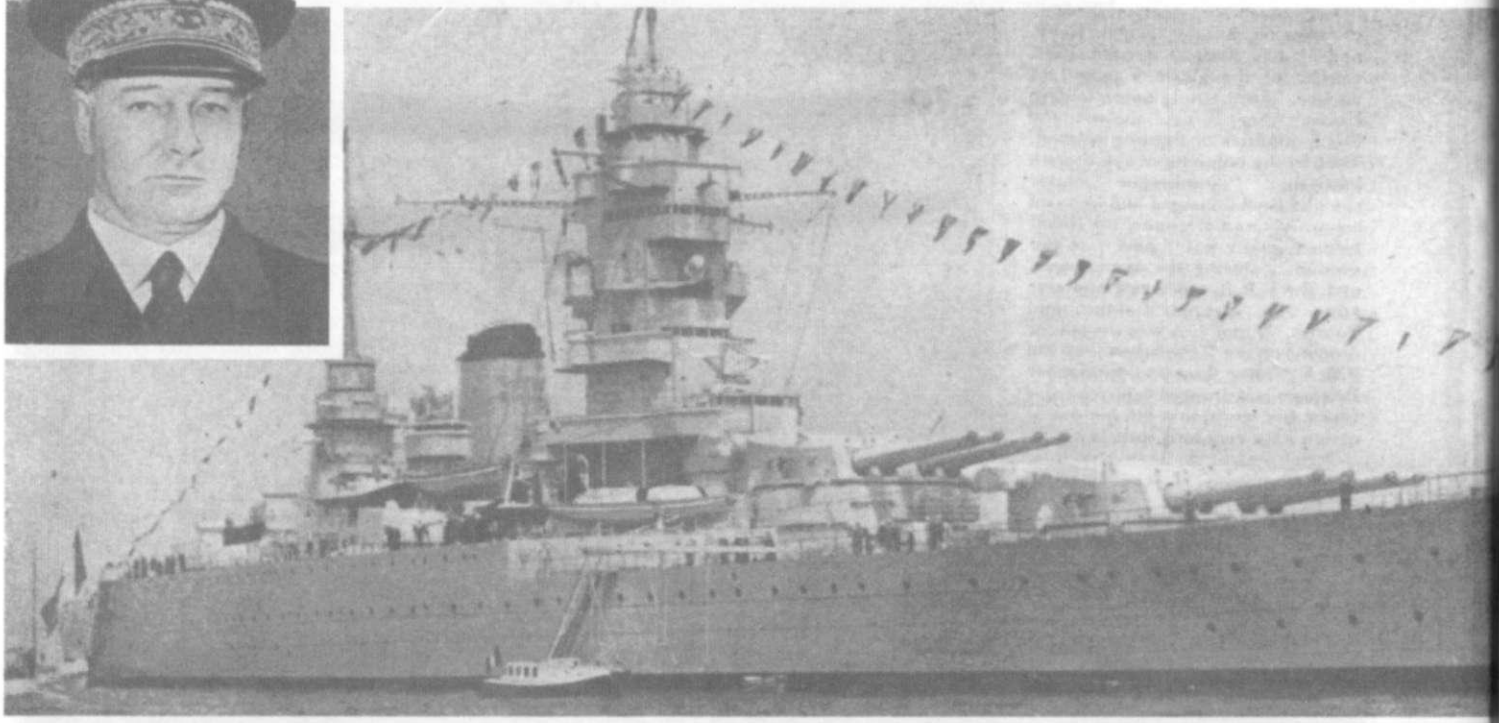
One of the most recent types of biplane to be introduced into any of the British fighting services is the Fairey Albacore. Aircraft of this type are now used by the Fleet Air Arm as torpedo-bombers.



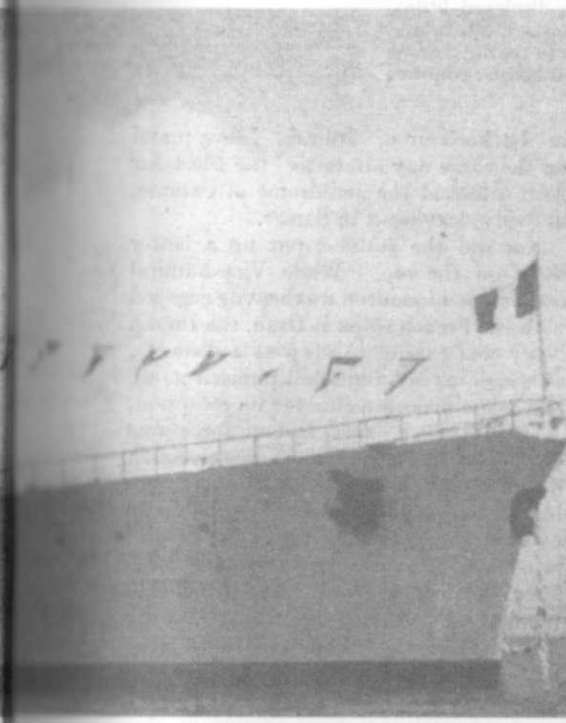
Another type of aircraft largely used by the Fleet Air Arm as fighters and dive-bombers is the Blackburn Skua. These machines carry a crew of two and are armed with five machine-guns as well as their load of bombs. Above left, before starting on a raid the wing machine-guns are being loaded up by men of the F.A.A. A formation flight of these 'planes, as finely illustrated in the lower photograph, is an imposing spectacle and the pilots "keep station" with all the accuracy of their brother officers in the ships of the Royal Navy.

Photos, Charles E. Brown and Central Press

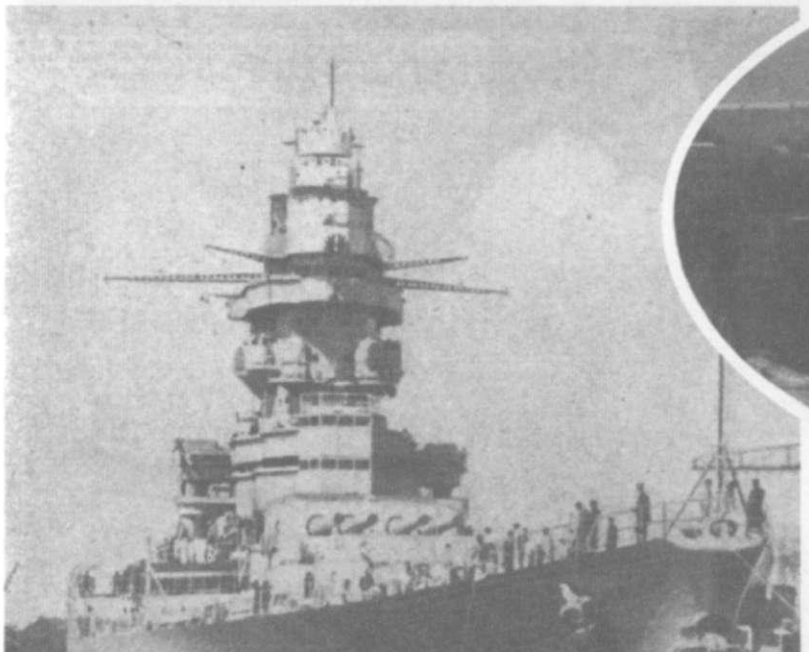
The Pity of It! That Dunkirk Should Be Followed by the 'Mela

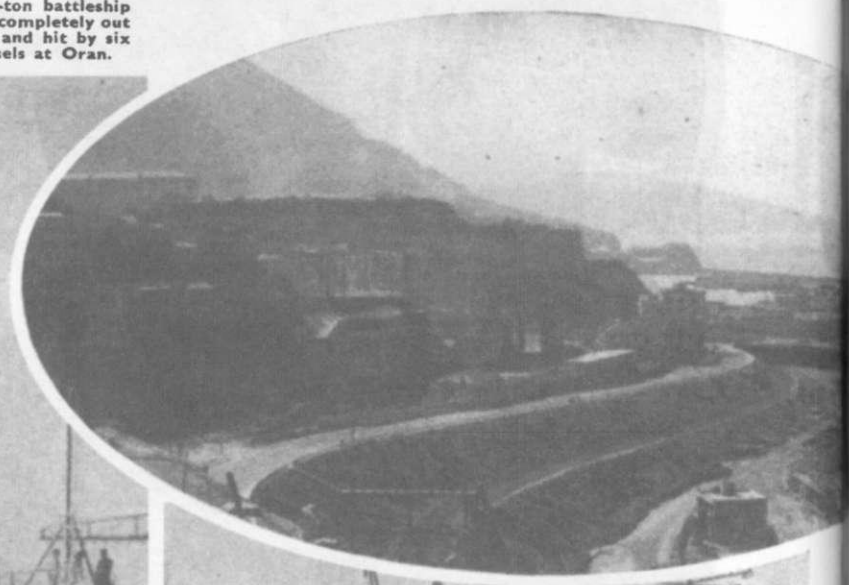


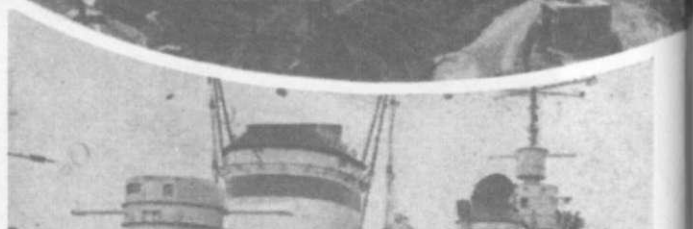
During the attack on the French Fleet at Oran on July 3 the 25,000-ton battleship "Dunkerque" was damaged and driven ashore. In order to put her completely out of action she was attacked on July 6 by aircraft of the Fleet Air Arm and hit by six torpedoes. Inset, Admiral Gensoul, in command of the French vessels at Oran.



In oval we see the harbour of Mers-el-Kebir at Oran, whe
Vice-Admiral Somerville's dramatic seizure of the Fren
Fleet took place. In the background the fort, which was
action against the British Fleet, can be seen through the mi







Britain on the Offensive Against Italy

Although it was the Italians who declared war against Britain, they displayed little eagerness to start the fray. Rather, from the very first day of the struggle, it was Britain who assumed the offensive, whether it be on the land or on the sea or in the air. Some account of the initial operations has been given in Page 692, Vol. II and here we continue the story into July.

AFTER a month of war, British troops operating from their bases in Egypt dominated some 3,500 square miles of Italian Libya. By day and by night they pushed out patrols along the frontier from the Mediterranean coast to below Jarabub, nearly 150 miles to the south.

In all the discomfort of the desert—and the desert, what with the torrid sun and the high wind loaded with sand and dust, can be exceedingly uncomfortable—the British troops raided and skirmished in the most vigorous fashion. On the other hand, the Libyan levies of the Italians seemed to have little heart for the struggle; even the officers, though Italians for the most part, seemed to be little more enthusiastic, particularly those of them who knew how flimsy were the lines of communication which linked them with the homeland and how easily these might be cut.

This sketch map of the Eastern Mediterranean region illustrates the operations against Italy. Important places in Libya and Egypt and on the frontier are indicated.

Nor did the enemy morale show to better advantage in the far south, where Italian East Africa borders on the Sudan. Here towards the end of June there was a clash between a strong force of Italian native cavalry totalling 1,200 sabres, and two British light armoured vehicles out on patrol. When the British advanced and opened fire with their machine-guns, the enemy scattered in panic in all directions, leaving 50 of their number behind them. In the same district a few days earlier another small British patrol routed a battalion of Eritrean infantry, inflicting on them severe losses.

It was in this neighbourhood that the Italians claimed what they described as "an important success"—the capture of Kassala and Gallabat, but their success, which actually was unimportant, was dearly bought, for in the attack they lost 300 men, eight light tanks, and two aircraft. On the farther side of the Italian dominion in Abyssinia, patrols drawn from the Somaliland Camel Corps raided one Italian frontier post after the other, and here, too, the victors commented adversely on the morale of the enemy, noting in particular a disinclination to come to close quarters.

In the air Italy showed a more enterprising spirit, and her 'planes were frequently in action against the British base at Malta—which on June 23 experienced its thirty-ninth raid, carried out by some 60 'planes; the naval base at Alexandria, where some of the bombs fell on King Farouk's private estate; Sollum, Port Sudan, and Mersa Matruh; and—only a day or two before France quitted the war—the French naval base at Bizerta. But this display of vigour had to be paid for, and already by July 3 the total number of Italian machines definitely destroyed by the R.A.F., quite apart from those shot down by the anti-aircraft defences, amounted to 74, with about 30 so severely damaged as to be probably out of commission.

One of the R.A.F.'s best days was July 4, when six British fighters engaged nine enemy fighters over Sidi Barrani, on Egypt's Mediterranean coast, and shot down seven. Another successful British operation was carried out on July 6 by aircraft of the Fleet Air Arm and the R.A.F. against Italian warships sheltering in the harbour of Tobruk, Libya; and on the same day aircraft of the Fleet Air Arm attacked the aerodrome of Catania, in Sicily, leaving it in flames.

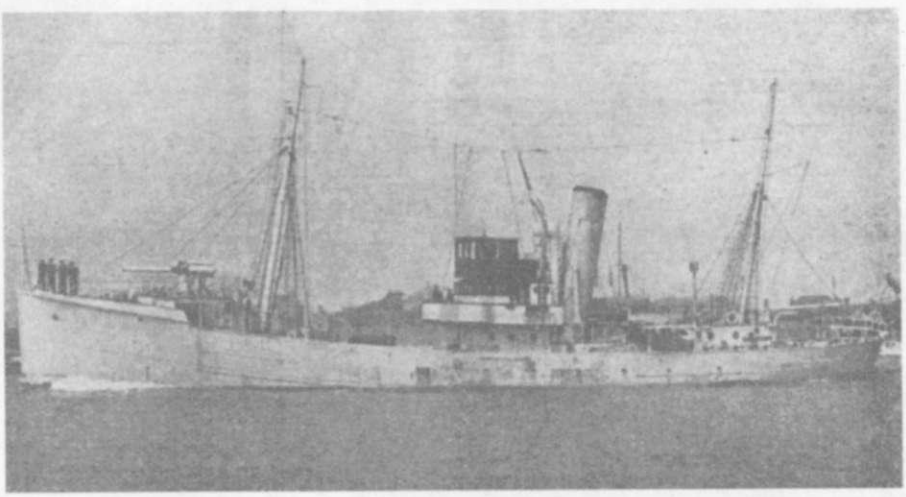
Nor did the Italians put up a better show on the sea. While Vice-Admiral Somerville's squadron was heavily engaged with the French ships at Oran, the Italian Navy was careful to keep at a distance, although, as Mr. Churchill phrased it, we had made arrangements for its reception.

On July 9 a large Italian force was engaged by the British Fleet, but although one of their battleships and a cruiser were hit they disappointed the Royal Navy by escaping to the shelter of the coastal minefield. The Italian submarines were busy—with disastrous consequences to themselves. At the beginning of July it was announced that 14 Italian submarines had been destroyed in 20 days.

Many of these were destroyed by flying boats attached to the Middle East Command, but one was captured by a naval trawler. Read the communiqué issued by the Admiralty on June 23:

"H.M. Trawler 'Moonstone' was on patrol in the Gulf of Aden when the periscope of a submerged submarine was sighted. The trawler at once attacked with depth charges. These brought the submarine to the surface. The submarine engaged the trawler with her entire armament, consisting of torpedoes, two 3-in. guns and smaller guns. The trawler replied with her 4-in. gun and a Lewis gun, and scored hits on the submarine with 4-in. shells. The submarine subsequently surrendered, and was brought into Aden as a prize."

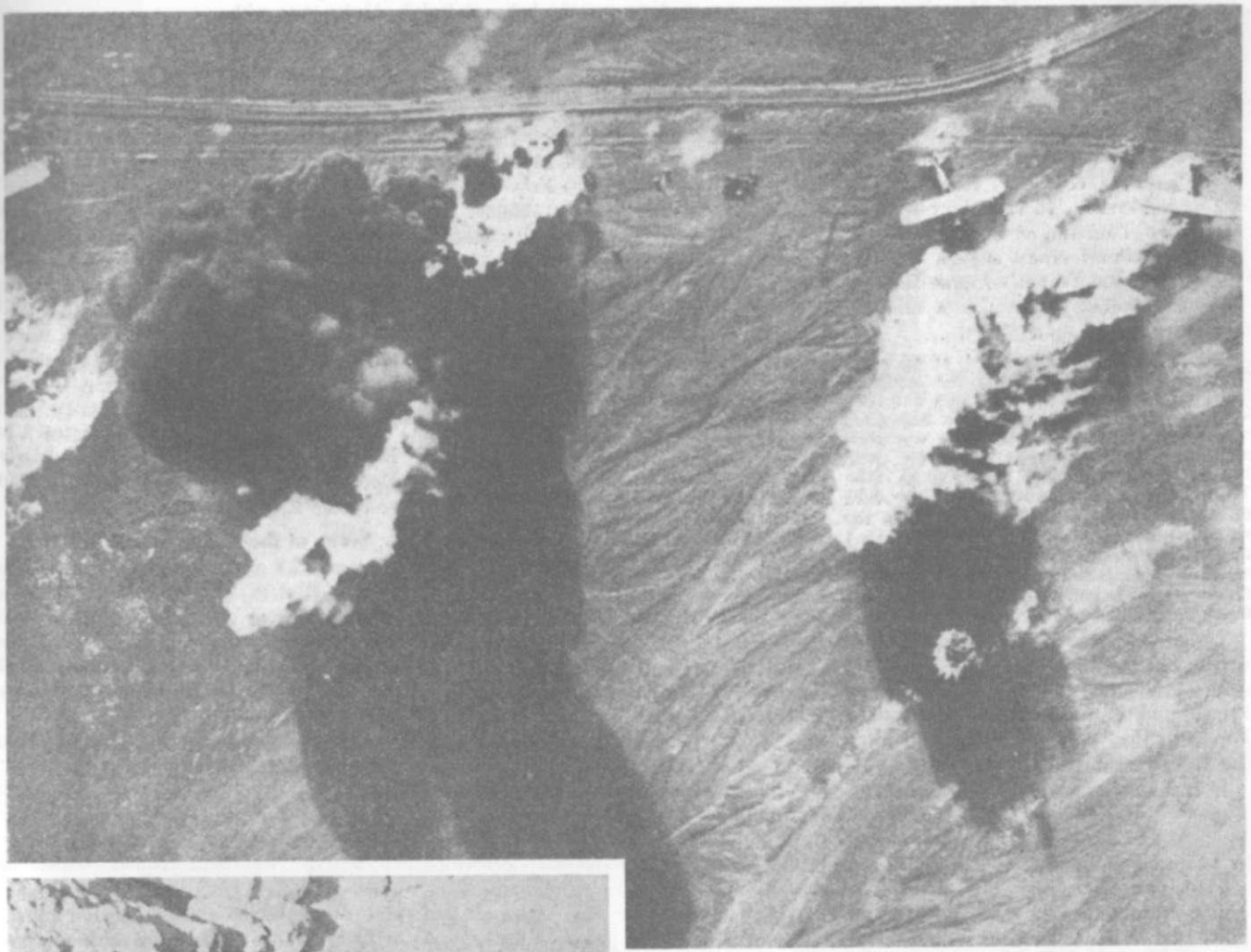
The captain and several officers of the submarine were killed, but three officers and 37 ratings were taken prisoner. There were great rejoicings in Aden when the submarine was brought in flying the White Ensign above the Italian flag.



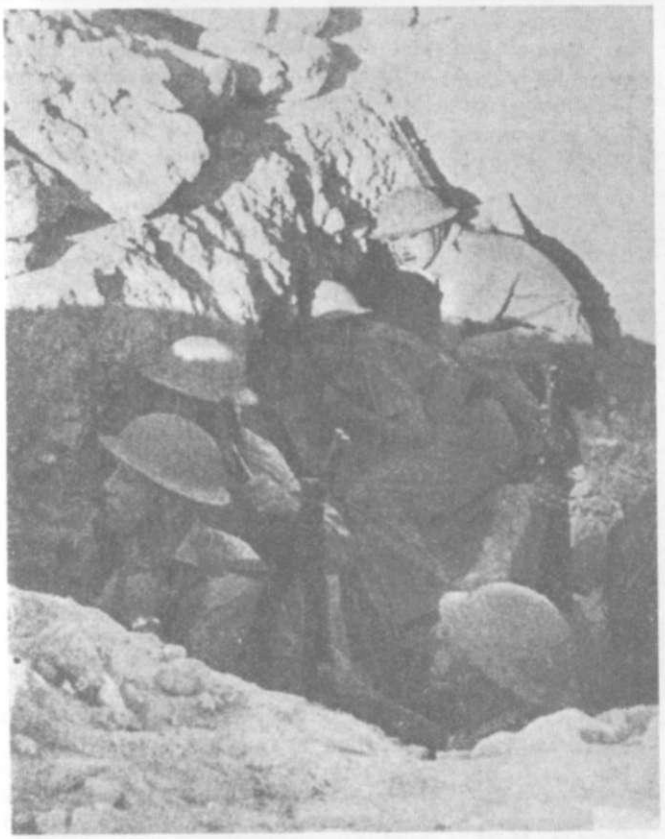
H.M. Trawler "Moonstone" furnished one of the epics of anti-submarine warfare. On patrol in the Gulf of Aden she captured and successfully took into port an Italian submarine taking prisoner three officers and 37 ratings.

Photo, Wright & Logan

Bombers in Action in Sun-baked East Africa



Aerodromes, forts and other military objectives in Italian East Africa have received constant attention from bombers of the R.A.F., with such successful results as are recorded in this photograph. In an Italian aerodrome three tri-motor Caproni bombers have been set on fire.
British Official photo: Crown Copyright



The success of Italian bombers in East Africa has not been considerable. Here we see British troops taking cover during an Italian air raid on the Libya-Egypt frontier, while on the right a bomb is bursting in a British camp while raiders were overhead. *Photos, British Movietone News*

Mussolini's 'Hard and Bloody' War Against France

If Mussolini and his tame propagandists may be believed Italy's 13-day war with France reflected the greatest glory on the triumphant Italian arms. Here we give the Duce's published account of the battle and also the story of the "Battle of Mentone"—incorporating material gleaned from an informative article in "The New Statesman and Nation."

ACCORDING to the Italians there was a big battle in the French Alps in the course of Italy's 13-day war with France. In this short struggle—we have it on the authority of Signor Mussolini himself—the "superb" Italian troops "crushed France's Alpine Maginot Line in a four-day battle in a blinding snowstorm."

The French troops resisted savagely to the end—that is to say, till the armistice and even a few hours after, for they had been kept in ignorance of what had happened in the rest of France. The battle was hard and bloody. Thousands of men who became casualties bear evidence to this. The names of those who fell on the field of honour will be made known. As for the wounded whom I visited in the hospitals I declare that it is difficult to find in the whole world another race which through the most cruel physical sufferings could show as much calm and stoicism as the Italian race.

These are the words of Mussolini, written on the morrow of the "battle" to the Prince of Piedmont, Italian Crown Prince and Commander of the Italian Forces in the West, and published after the Duce's visit to the front on July 1.

It is a matter of history that though Mussolini declared war on France on June 10 and hostilities were announced to begin at midnight, the Italians did not deliver their first attack on the Alpine front until June 21, the day on which the French delegates in the forest glade at Compiégne had been handed the German armistice terms. But they made no real advance until June 24, which was the very day on which the French signed the armistice with Italy at Rome. An Italian communiqué of that day stated:

On the Alpine front from Mont Blanc to the sea our troops started a general attack on June 21. The formidable enemy defences built into the rock on the high mountains, the strong reactions on the part of the enemy, who was firmly resolved to oppose our advance, and the bad atmospheric conditions, did not check the advance of our troops, who scored notable successes everywhere. An Italian contingent managed to gain possession of certain fortifications, such as the fort of Chanaillet, near Briançon, and the fort of Razet, in the lower Roya valley. Entire Italian units reached the valley of the Isère, Arc, Guil, Ubaye, Tinée, and Vésubie, penetrating the enemy's fortified lines and threatening the whole enemy front. The advance of our troops proceeds along the entire front.

By the time the "Cease fire" had sounded the Italians had advanced over the frontier a distance of some two miles. . . .

Mussolini's visit to the front on July 1 was described in ecstatic terms by a commentator on the Rome wireless, and his account was supplemented by details of the attack on the "Alpine Maginot" couched in almost lyrical terms. The spokesman described the French positions as having been "made impregnable by Nature and military art," and so prepared his hearers for an account of "a magnificent outflanking attack undertaken by a direct assault on the fortified town of Mentone."

All who have visited the Riviera will know that to describe Mentone as a fortified town is, to put it mildly, an exaggeration. The memories most visitors bring away from Mentone are of a pleasant seaside town, shuttered and somnolent during most of the day, where large numbers of retired British preachers and missionaries and military gentlemen of the "Colonel Blimp" variety read "The Times" and "The Spectator" in English reading-rooms, drink regularly English tea and Scotch whisky, and go to the English church on Sunday.

Scene of the 'Magnificent Attack'

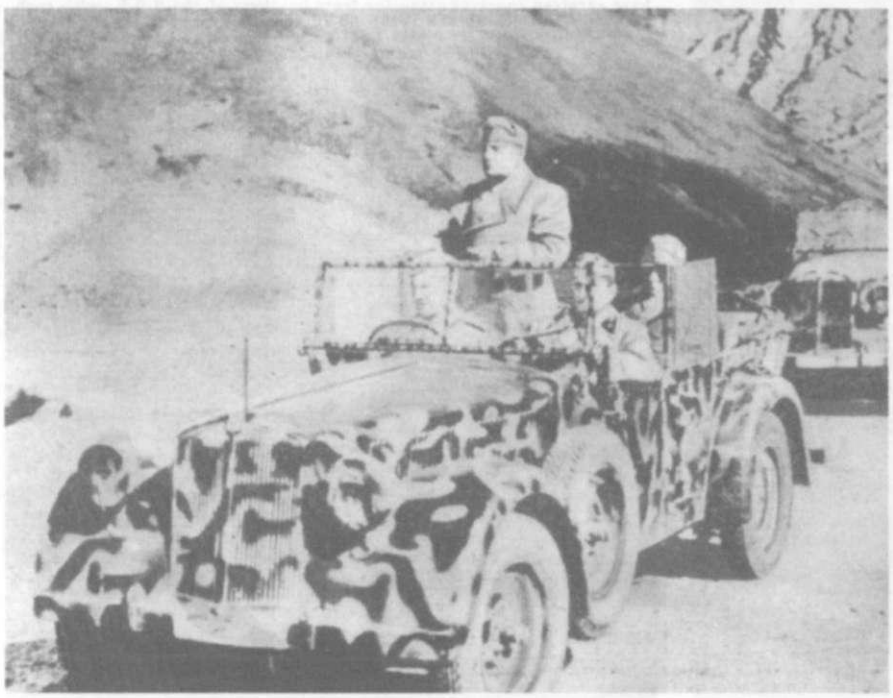
Like most of the other towns on the French Riviera Mentone is built on a narrow strip of coast, behind which rise in rapid succession the ramparts of the Alps; and a few hundred yards beyond the English church the road crosses a little gorge into Italy.

With this picture in our minds, talk of "magnificent outflanking attack, "direct assault," and "fortified town" is simply fantastic. But if we are to believe the Rome commentator, "after several days of tireless fighting against enormous odds, our gallant troops entered Mentone," and "our troops were supported by an artillery train which came through the tunnel under La Mortola, and shelled the strongly held town in which the enemy was maintaining an obstinate resistance." Though "obstinately resisting" the defenders do not seem to have blown up the narrow bridge mentioned above; nor was the railway along the coast very much damaged by "the pounding of the great guns from the southernmost forts of the Alpine Maginot."

"A desolate sight presented itself to the eyes of the Duce," went on the commentator, "in that once charming resort. The streets were littered with trees blown down by the power of our shells. The shutters of many shops in the main street had been blown in. The villas and great hotels stood gaunt and deserted with all the glass of their windows gone. Everything bore witness to the heroism of our conquering army on that bitterly contested battlefield."

Later reports confirmed that Mentone was, indeed, in ruins, its streets filled with shellholes and its only inhabitants hungry cats; but the havoc had been wrought by French guns after the Italian occupation on June 23.

Such is the story of "the Battle of Mentone," which, as a writer in "The New Statesman" has put it, "may well go down to the future impartial chronicler as one of the biggest military frauds of history."



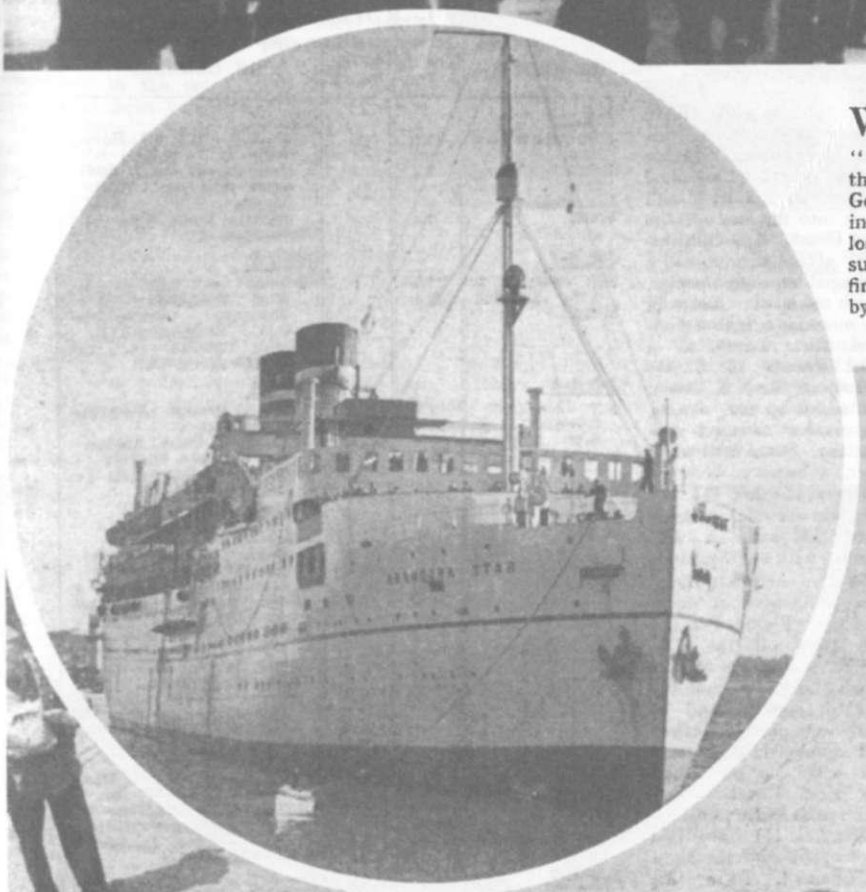
In this much-camouflaged car Benito Mussolini (seen standing) visited the "battlefields" of the Alpine Front. He was escorted by Marshal Badoglio, Chief of the General Staff, and Signor Soddu, Under-Secretary of the Italian War Ministry. Later a party of foreign journalists was conducted over the "zones of operations" where Italy fought her "safety-first" war with France.

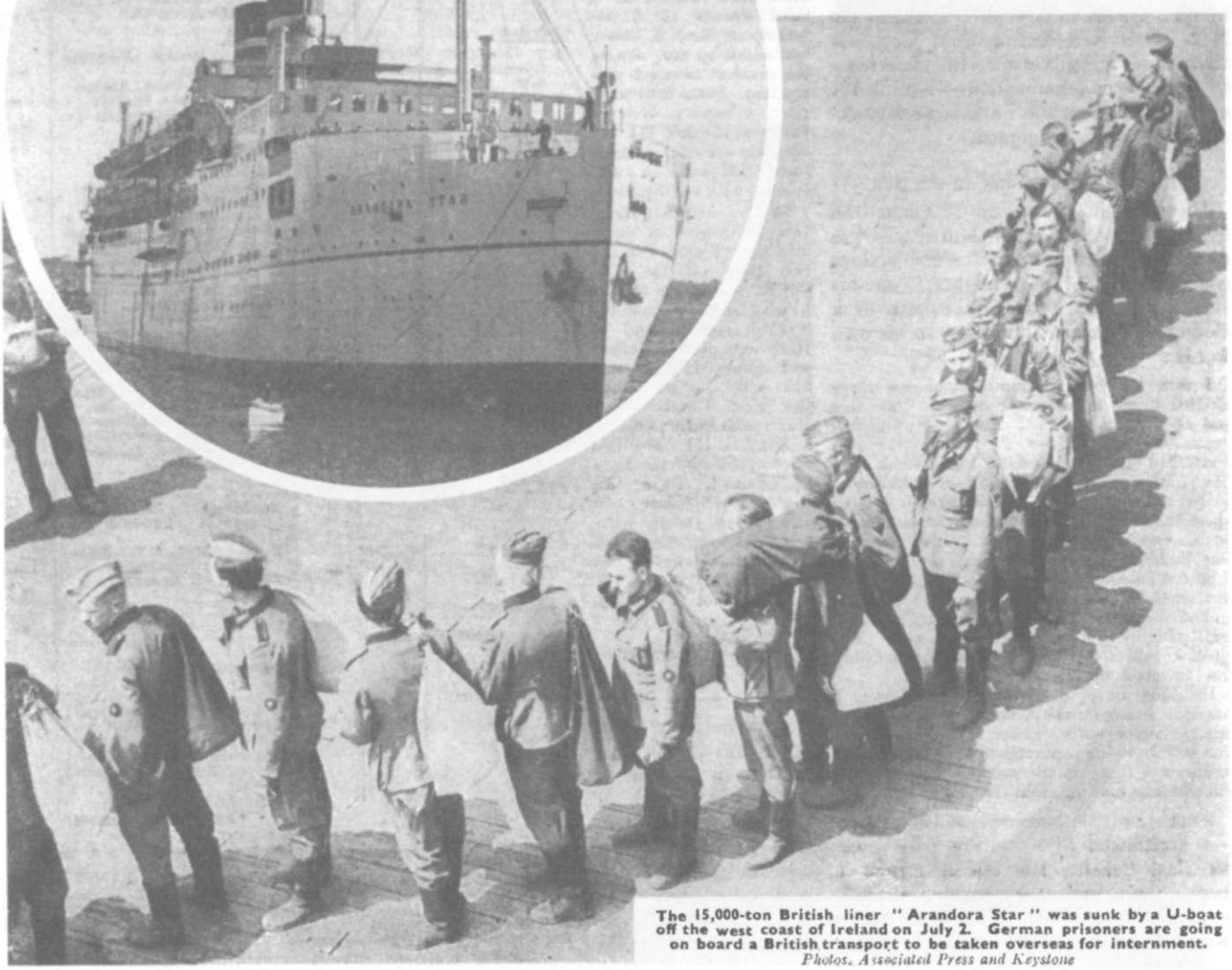
Photo, Associated Press

Shipping Our Enemies to Safety!

Ssome of the first German prisoners of war to arrive in Canada, where they will be interned "for the duration," are watched by an armed guard.

WHEN the Nazi High Command joyfully announced the sinking of the British liner "Arandora Star" off the west coast of Ireland, they did not add that she carried about 1,500 Germans and Italians on their way to Canada for internment. Of these, 470 Italians and 143 Germans lost their lives, largely owing to the fact that the subjects of the Axis Powers fought fiercely to be the first in the lifeboats. The U-boat was commanded by Captain Prien, who in October 1939 torpedoed the "Royal Oak" in Scapa Flow.





The 15,000-ton British liner "Arandora Star" was sunk by a U-boat off the west coast of Ireland on July 2. German prisoners are going on board a British transport to be taken overseas for internment.

Photos, Associated Press and Keystone

Hitler Intensifies the Air War Against Britain

In twenty days the Germans lost at least twenty bombers in fruitless raids on Britain—despite the adoption of daylight raids from July 1. Only two British fighters were lost during this period. On July 10 a resounding victory was achieved.

In his war commentary broadcast on July 4 Air Marshal Sir Philip Joubert explained the Air Ministry's reasons for not disclosing the precise whereabouts of places raided by the Germans, and also for official reticence about the amount of material damage done. If we did not publish these particulars the enemy was obliged to send over aircraft to reconnoitre and take photographs, which gave our pilots another chance to have a go at the Nazis. The Air Marshal also made it clear that British figures for air losses were correct, whereas the Nazi claims were exaggerated and mendacious.

During the seven days ending July 7 the Royal Air Force maintained its destructive raids on German aerodromes, seaplane bases, aircraft works and other such objectives. Oil refineries and storage depots were raided again and again without intermission, and in all these operations our losses were remarkably low. The enemy's raids upon Britain were no more successful than those he had made the week before, although on the evening of July 1 he began to send his pilots over in daylight. Perhaps the Nazi pilots were feeling their way, but these raids gave very useful experience to our defence organizations—both in the air and on the ground—and some remarkable successes were gained.

Heinkel Extinguished in the Sea

On the night of June 26–27 a squadron leader piloting one of our Hurricanes was directed to his quarry by "a tremendous concentration of searchlights" on his starboard beam, striking the base of a cloud and reflected upwards. In his own words:

I turned right and immediately saw three aircraft flying towards my nose at 7,000 feet just above light cloud. I came close up underneath the last bomber, . . . a Heinkel 111. I fastened on his tail beneath and behind. . . . The bomber went into a slight dive quite slowly at 160 miles per hour. I found myself coming up right behind him, so I got into a comfortable position and opened fire at about 4,000 feet. . . . The Heinkel continued the same shallow dive. I gave it four bursts and then saw a glow inside the machine. It steepened its dive slightly, and as I thought we must be getting near the sea I pumped in all the rest of my rounds. The glow increased and the inside of the machine was obviously on fire.

Breaking away to the right at 500 feet, I watched him continue down but could not see him strike the water. After climbing to 1,000 feet and dropping a parachute flare I could see the bomber lying on the water with a cloud of black smoke blowing from its rear section.

Another of the bombers—a Junkers 88—was attacked by a Spitfire pilot over the East Coast. His bullets struck a bomb rack and the enemy aircraft exploded in mid-air. The third raider was a Heinkel: it was tackled off the south coast by one of our Blenheim aircraft, and turned away. The Blenheim pilot considered that the Heinkel had been damaged and the rear gunner killed by "four heavy short bursts" delivered from dead astern. The pilot was enthusiastic about the work of the searchlight men. "The lights were very effective," he said. "They never left the target and never illuminated our aircraft."

Here are some episodes from the daylight raids on Britain during July 3. The raids were of the "hit-and-run" type and in most cases the Nazi bombers approached the coasts singly.

In the morning three Spitfire pilots, after attacking a Dornier "Flying Pencil" bomber, watched it turn on its back and crash into the sea off the East Coast. The Spitfires then attacked and badly damaged another Dornier, which made off. Later in the morning a fighter pilot fired three bursts at a third Dornier 17, 12,000 feet up off the N.E. Coast, but aided by the clouds, the raider escaped destruction. Some little while after, a bomber, believed to be a Heinkel 111, fell into the sea off Aberdeenshire, following a stiff combat with our Spitfires.

In the early afternoon two Spitfires shot down another "Flying Pencil," this time off the S.E. Coast. A Junkers 88 was brought down off the Scottish coast, and a Hurricane patrol attacked and damaged a Dornier 215 while on patrol off the East Coast. Other Hurricanes badly punished a Heinkel 111 they had intercepted over the English Channel. To cap this day's work, Spitfires raced out to sea shortly after 7 p.m. to intercept yet another Nazi bomber; six minutes after taking off, they had shot it down in flames.

In the destruction of military objectives the Germans accomplished next to nothing. The other side of the account is shown in the table printed in this page. Moreover, by July 8 (in twenty days), at least fifty Nazi raiders had been lost and 118 aircraft destroyed in German raids since the war began. Out of the 4,000 aircraft computed to have been lost by the enemy in all by early July, 2,500 were accounted for by the Royal Air Force. Then the Nazis came over in greater strength—and lost more. In the greatest air victory since June 18, 150 raiders attacked over the South and East Coasts on July 10: 14 Nazi bombers and fighters were shot down, and 23 others seriously damaged. Two only of our fighters were lost, and of these one pilot was rescued.

Air Raids on Britain and Germany: Debits and Credits July 1—8

(*Continued from page* 26)

ON BRITAIN	Casualties	Enemy Losses	ON GERMANY	British Losses
July 1–2			**July 1–2**	
N.E. Coast of Scotland	12 k. 18 i.	2	Kiel—N.b.; D.K. b.*; Hamburg—O.; Hamm—B.; Duisburg (nr.)—m.o.; Meiderich—blst. fur.; Deichshausen—A.W.; Wesel, Cologne, Venlo, Texel—A. Rotterdam—C.	4 m.
Bristol Channel area	4 i.			
N.E. England Wales	7 i.			
July 2–3			**July 2–3**	
N.E. Coast; S. & S.W. England Wales	13 k. 123 i.	1	Denmark and Belgium—A.; Ruhr; Westphalia—L.C. b.; Hamburg; Dortmund—m.o.; Zeebrugge—D.K.	Nil
			Texel, Ymuiden—A. (one Me 109 shot down)	1 m.
July 3–4			**July 3–4**	
N.E. England; Scotland; E. & S.W. England	2 k. 22 i.	7 (and 6 dmgd.)	Evere, nr. Brussels; Ypenburg, nr. Hague—A.	Nil
E. Counties	Nil		Wyverne, St. Omer; Aachen—A.; De Kooy, Merville—A.	1 m.
			Neumunster, Osnabruck, Lunen, Hamburg—lt.	Nil
			Rotterdam—C.	Nil
July 4–5			**July 4–5**	
Channel Coast (Portland)	few i.	1 bmr. 1 fghtr.	Hanover, Emmerich—O.f.; Hamm, Soest—m. o. b.;	
S.W. Counties	none	1	Amsterdam; Brussels—A.	1. m.
N.E., S.E. & S.W.	none		Dutch Coast (off)—Patrol vessels damaged.	2 m.
			Wilhelmshaven, Emden, Kiel—N.; Dortmund-Ems Canal—C; Hamburg, Osnabruck, Hamm, Schwerte, Cologne—L.C.; Varel, Harburg, Aachen, Bremen, Wenzendorf—A.W.	1 m.
July 5–6			**July 5–6**	
S.W. England; E. Riding, Yorks; on Kent Coast	few i.	?	Deichshausen—A.W.; Waalhaven & Flushing—A.	2 m.
N.E. England	none		Kiel & Wilhelmshaven—N.; D.K. Cuxhaven, Hamburg—D.K.; Cologne—lt.; Schipol & Texel—A.	1 m.
S.E. Coast, bombs on town	7 k. some i.	1		
July 6–7			**July 6–7**	
N.E. Coast		1	Knocke—A.; Evreux, Ypenburg—A.; Zwolle & Katwijk—C.	
S. Coast	few cas.	1		
N.E. Coast	few k.			1 m.
S. Devon	some k.		Bremen & Kiel—S.Y.; Emden—A.R.; Brunsbüttel—C.	2 m.
S. Coast	few k.		Norderney & Hornum—S.B.	
July 7–8			**July 7–8**	
S. Coast	1 k.	7	Eschwege—A. (1 a/c. dest.)	nil
Channel Coast	others i.		N. France—m.o. (1 fighter sht. dwn.)	
W. Country	some k.			
S.W. England	1 k. 1 i.		Ludwigshaven & Frankfurt—m.o.; Osnabruck, Soest, Hamm, Ruhrort-Hafen, Gremberg—R.; Wilhelmshaven—N.; Duisburg-Ruhrort—C.; Heide, Westerland, Hornum, Wesel—A.; Rotterdam, Brussels—A.	2 m.
N.E. Coast (3 fighters m.)	few i.			
			Boulogne (supply ship b.)	2 m.

* "Scharnhorst" bombed.

KEY TO TABLE

A. aerodrome; **a.** ammunition; **A.W.** aircraft works; **A.R.** armament works; **B.** bridge; **b.** bombed; **blst. fur.** blast furnaces; **C.** canal, barges, etc.; **c.** chemical; **D.** dump; **D.K.** docks; **F.** factory; **i.** set on fire; **G.E.** gun emplacement; **L.** locks; **L.C.** lines of communication; **M.** marshalling yard; **m.o.** military objectives; **N.** naval base; **O.** oil depot, stores or refinery; **P.** power station; **p.** petrol; **R.** railway; **S.** stores or warehouses; **S.B.** seaplane base; **S.Y.** shipbuilding yard.

In the Front Line With Our Searchlight-Men

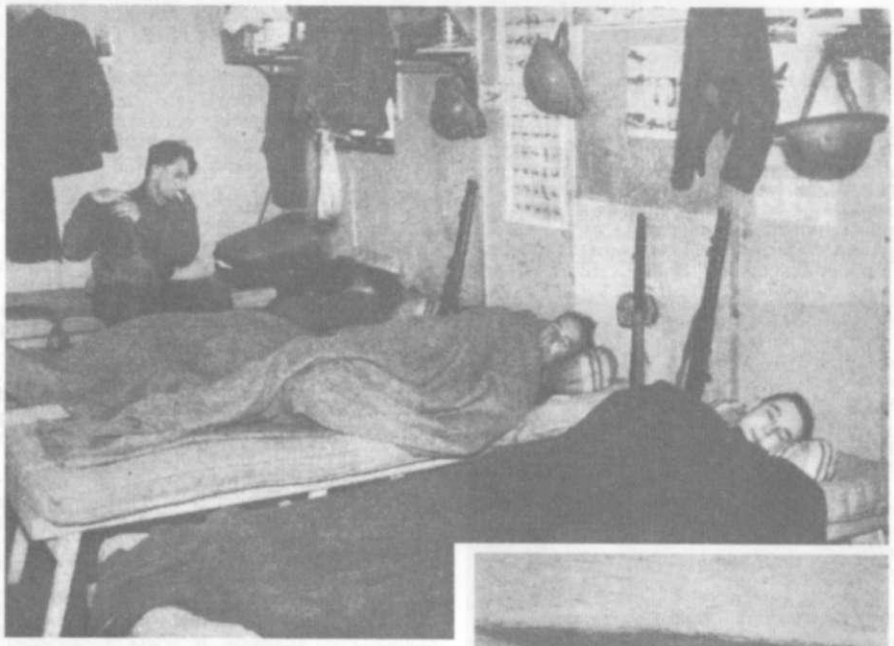
TRAVELLING along the South Coast we approached at dusk searchlight stations whence one can sometimes see the German beams across the Channel. Here between 20 and 30 miles from the enemy the armed darkness seemed to wait and listen, and the half-seen familiar English countryside and seaside became strangely exciting.

"You should have been here the day before yesterday," said the corporal in charge who was once a stockbroker's clerk. "We had a bit of fun." Their fun was front-line stuff—a private battle of their own. These, perched on their bare headland, with a Dornier, flying round and round, trying to mop them up with machine-gun fire. "The first day we had new potatoes in our ration," said the acting cook sadly, "and I never had time to cook them."

They fought the Dornier as he circled. Then they were bombed. "There are five craters flanking this site, and they didn't half make a mess of my pots and pans," added the cook.

Suddenly to the south-west of us bright bayonets of light began to probe the night. "That's him," muttered the N.C.O. with satisfaction. The men on the sound detector stretched their huge mechanical ears towards the searching beams. "Hostile aircraft approaching," they confirmed.

"Target south-west engage!" The two men in the shadows round the lamp stood ready. The sizzle of violet smoke, and our light was erect, throwing a pallor of violet moonshine over the site. The sound of 'planes was near now. Neighbouring beams searched with us with canny cooperation. Everyone was tense, sighting with all the power of the huge swinging lamp, and ready for bombs or for the sudden dive attack down the beam itself.



All through the night the searchlight men are on the qui vive, but with the dawn they take their well-earned rest—with uniforms and equipment handy.

At last the pleasant English command "douse!" broke the beam off and the watchers were left to blink in utter darkness and discuss their luck.—*Story by John Pudney of the "News Chronicle," and photos exclusive to* THE WAR ILLUSTRATED.

Taken by Barnet Saidman, "News Chronicle" staff photographer, these photographs show a searchlight crew actually in action when bombs were dropped near by. In the morning five craters were open to inspection.

OUR SEARCHLIGHT ON THE WAR NEWS

Among the many items of war interest which cannot, for obvious reasons, be given in full in our pages, we select week by week a number which are recorded in brief. This is the second of the series.

"HOLD Calais to the end" was the order given to the officer commanding that heroic British brigade which, by drawing off two German heavy armoured divisions destined to cut off the B.E.F., allowed time for the evacuation from Dunkirk.

The officer in question was Brigadier Claude Nicholson, 42 years of age, former Commander of the 16th/5th Lancers, and,

Brigadier Claude Nicholson, the man who said "No Surrender" to the Germans at Calais. He joined the 16th Lancers, and when war broke out was in command of the Imperial Defence College.

Photo, Universal Pictorial Press

according to Sir Hubert Gough, "the most brilliant officer of his standing in the British Army . . . the most able and clear-headed soldier of his age." The units taking part in this epic resistance were the Rifle Brigade, a battalion of the 60th Rifles, a battalion of the Queen Victoria's Rifles, a battalion of the Royal Tank Regiment, gunners of a Royal Artillery searchlight regiment, and a number of French troops—in all about 4,000 men.

Seriously handicapped by lack of equipment, including vehicles and ammunition lost in landing, fighting without sleep or rest and with very little food or water, the heroic troops were gradually forced from the outer limits of the city to the centre, and finally to the Old Citadel, their commander being always in the thick of the fight. As a German newspaper described it: "House by house had to be conquered. The Englishmen had made every house a fortress."

After four days (May 23-26) of merciless attack, the Germans demanded immediate surrender. Brigadier Nicholson's answer was an uncompromising "No!" So the enemy brought up dive bombers, and more German troops pressed into the town, followed by tanks. Still the garrison fought on, until by the evening of May 26 their ammunition as well as their food had run out, and there was silence. Vice-Admiral Ramsay, who organized the amazing Armada that brought the men from Dunkirk, said: "We could not send in supplies or bring off the wounded. It was horrible to be so close and yet to be powerless to help them."

The fact that this gallant force was unaware of the immense strategic importance of their stubborn defence further enhances its valour, and to their intrepid, imperturbable commander, now a prisoner of war in Germany, is primarily due the credit for a story of heroism that, as Mr. Churchill put it, "added another page to the glories of the light divisions."

'Skulking, Swaggering Louts!'

SUCH was the description given by the ship's crew of most of the first batch of German prisoners of war and civilian internees who reached Canada early in July. Their guard, about 250 British officers and men, heaved a sigh of relief on reaching Quebec, for they had had only about two nights' sleep out of seven.

The younger Germans, especially the airmen, had shown themselves particularly true to the Nazi ideal, having behaved throughout the voyage in a truculent, arrogant manner, insulting their guards, whose tolerance and courtesy were strained to the uttermost. On landing, most of them tore their gas masks into shreds, to prevent them being returned to England.

But there were few complaints of the behaviour of the older officers, and none at all of that of the merchant seamen who, embarrassed and shamed by the manners of their compatriots, thanked the British officers and crew on behalf of the German marine for the kindness and consideration received.

Further Exploits of the 'Snapper'

H.M. SUBMARINE "Snapper" is a little ship of 670 tons, carrying an armament of six torpedo tubes and one 3-in. gun, and a crew of 40, commanded by Lt. W. D. A. King. But her achievements are in no proportion to her size. During the Norwegian campaign she sank four transport and supply ships, and her commander was awarded the D.S.O.

On July 7 the Admiralty proudly announced that she had torpedoed five more enemy vessels. "Our submarines continue to harass and inflict serious losses upon German sea communications with Norway. H.M. submarine 'Snapper' sighted a convoy of supply ships escorted by an armed trawler and aircraft. The 'Snapper' attacked and hit two ships with torpedoes. The remnants of the convoy scattered and made in disorder for the shelter of a fjord. Later the 'Snapper' sighted a large convoy escorted by armed trawlers and aircraft. A successful attack was carried out and three ships were hit with torpedoes."

Still They Fought On!

CUT off from the world in the fortifications which they had been ordered to defend to the end, 22,000 troops in the Maginot Line were still fighting five days after the signing of the armistice. The French Command could not contact them, and so they remained unaware of the "Cease Fire" order, until a method of approach was devised by the perplexed delegates of the Franco-German Armistice Commission, sitting at Wiesbaden.

King George to the Islanders

ADMINISTRATION of the Channel Islands, which were demilitarized and partly evacuated at the end of June, lay largely in the hands of two officials, the Bailiffs of Jersey and of Guernsey, and to them King George has recently addressed a personal message of sympathy and hope.

"For strategic reasons," said His Majesty, "it has been found necessary to withdraw the armed forces from the Channel Islands. I deeply regret the necessity, and I wish to assure my people in the Islands that in taking this decision my Government have not been unmindful of their position. It is in their interest that this step should be taken in the present circumstances. The long association of the Islands with the Crown, and the loyal service the people of the Islands have rendered to my ancestors and myself, are guarantees that the link between us will remain unbroken. I know that my people in the Islands will look forward with the same confidence as I do to the day when the resolute fortitude with which we face our present difficulties will reap the reward of victory."

French Embassy to Withdraw

DIPLOMATIC relations with France virtually ceased with the withdrawal of the British ambassador, Sir Ronald Campbell, from Bordeaux, but it was not until July 8 that the Foreign Office was informed by the Marquis de Castellane, French Chargé d'Affaires, that he had received instructions from the Pétain Government to withdraw the French Embassy staff from London.

M. Corbin, the Ambassador, had already resigned on June 26, after seven years' service, during which he had gained the trust and friendship of the British Government. He left the charge of the Embassy with M. Roger Cambon, till then occupying the post of Counsellor. On July 5, following a formal protest to the Foreign Office against the action of the British Fleet in the Mediterranean, he in turn tendered his resignation to the Pétain Government. To the Marquis de Castellane thus fell the melancholy duty of putting up the shutters of the house in Albert Gate, once the brilliant centre and haunt of diplomacy, culture, wit and beauty.

H.M. submarine "Snapper," commanded by Lt. W. D. A. King, whose latest achievements are described in this page, is here seen returning from one of her previous voyages.

Photo, "Daily Mirror"

I Heard the Horst Wessel Song in Jersey

A refugee from Jersey, while waiting for nightfall to escape from the island, saw Nazi troops pass within a few yards of him. Reaching England safely, he told his story to Laurence Wilkinson of the "Daily Express"—the full, dramatic account of the German occupation of the Channel Islands.

My wife and daughter left Jersey immediately the Lieutenant-Governor announced that the island was to be demilitarized.

The last of the troops and guns were leaving the harbour as the first of the stream of civilians boarded the ships awaiting them. There were thousands—men, women and children—carrying every ounce they could.

Things were quiet for a day or two after they had gone, but everywhere I met people who had tried to get away from the island, only to find there was no more ship accommodation. The mail boats were crammed.

Then on Friday (June 28) the German 'planes came over, bombing and machine-gunning, killing and wounding civilians indiscriminately. We didn't have a chance. There wasn't a gun, not even a revolver, left in the island. I was in a car on the coast road when two bombers came roaring low at us from the direction of the harbour. I flung myself down by the sea wall. The bullets spattered all around me.

On Saturday morning they came over again, but did no damage. On Sunday they came skimming over the housetops—huge Heinkels—singly, at intervals of half an hour.

At 5 a.m. I was awakened by the roar of a dive bomber. He swooped very low and dropped something on to a roof.

Someone climbed up and found it was a German flag. Attached to it was an ultimatum from the general commanding the Nazi air force in Normandy.

It was taken to the Bailiff, Mr. Alex Coutanche, who ordered it to be printed and posted up all over the island. By the evening there were white flags showing from houses all over the island. The Germans were already in the streets. They had arrived at 5 p.m.

By that time I had made my plans for escape, though I had little hope of their succeeding.

I tried to buy a passage to England in a motor-boat. The owner wanted £50, then backed out at the last moment, after I had made all preparations to leave.

Then I met the captain of a Dutch cargo vessel which had come to collect potatoes. In the air raid of Friday his cook had been injured, and the skipper had taken him to hospital. In his absence the crew had gone off with the ship, leaving the captain stranded.

Another man pointed out a motor-boat left by an Englishman who had gone in the general evacuation. We decided to take it to England and hand it over to its owner.

We got two loaves, a large jar of water, and a chart of the Channel. Then we hid inside the boat, and waited for darkness and high water. A man on the quay begged a passage. I knew it lessened our chances, but we agreed to take him. I told him to come back later, and not to breathe a word to a soul.

A woman of about fifty drove up in a car and begged a passage. I said she could come. She turned to a man lounging on the quay and said, "Do you want my car? You can have it."

The man said, "What's the use of a car? I can't even drive." But he said he would have it, as it was free.

The woman told me she had just seen the Germans in the town. She said they were lined up, heavily armed, with motor-cycles, with which they had landed from 'planes.

I gave orders, "No smoking, no talking, no moving about. If you don't obey these instructions it's the finish for all of us."

Twilight was coming on when I heard voices. I crept to the hatch and peeped out. I saw between fifty and eighty German soldiers swinging along shouting the Horst Wessel song.

They marched past within ten or fifteen yards of us and went up to the fort. After that I saw motor-cyclists patrolling. Otherwise there was not a soul to be seen.

The boat started to float. We put up the sails, but there was not a breath of wind. We got hold of a rope tied farther along the quay-side, and tried to haul ourselves out.

It took us almost an hour to travel fifty feet. We thought we should be caught in the middle of the harbour. We dared not start the engines.

We had just got through the harbour mouth when we started the engines. We took a circuitous, amateurish route. North-west of Guernsey the engines seized-up for lack of oil. We heard scores of 'planes and expected them to spot us at any moment. We heard the sound of many explosions from the island.

We thanked heaven for a mist which came up at that moment. But we had to have oil. I searched among our provisions and found 3 lbs. of butter. We melted it on the exhaust pipe and poured it into the sump. The engine ran the whole day until eight o'clock that night on Jersey butter.

We were within twelve miles of the English coast when darkness fell. There was a big swell and our engines failed. Then an air raid started. The German bombers dropped flares. Searchlights swept the sky, then coastal guns blazed into action.

At daybreak a cutter spotted us and towed us in more dead than alive. Someone made us coffee. Everybody shook hands, thanked everybody else, and then drifted away—perhaps never to meet again.

Translation of a Communication addressed to the Governor of the Isle of Jersey.

1st July, 1940.

To the Chief of the Military and Civil Authorities

Jersey (St. Helier).

1. I intend to neutralize military establishments in Jersey by occupation.
2. As evidence that the Island will surrender the military and other establishments without resistance and without destroying them, a large White Cross is to be shown as follows, from 7 a.m. July 2nd, 1940.
   a. In the centre of the Airport in the East of the Island.
   b. On the highest point of the fortifications of the port.
   c. On the square to the North of the Inner Basin of the Harbour.

   Moreover all fortifications, buildings, establishments and houses are to show the White Flag.
3. If these signs of peaceful surrender are not observed by 7 a.m. July 2nd, heavy bombardment will take place.
   a. Against all military objects.
   b. Against all establishments and objects useful for defence.
4. The signs of surrender must remain up to the time of the occupation of the Island by German troops.
5. Representatives of the Authorities must stay at the Airport until the occupation.
6. All Radio traffic and other communications with Authorities outside the Island will be considered hostile actions and will be followed by bombardment.
7. Every hostile action against my representatives will be followed by bombardment.
8. In case of peaceful surrender, the lives, property, and liberty of peaceful inhabitants are solemnly guaranteed.

The Commander of the German Air Forces in Normandie,

General

This is the text of the ultimatum given to the Governor of the Island of Jersey on July 1 by the Commander of the German Air Forces in Normandy. It will be noted that "every hostile action" was threatened with bombardment by the Nazis

I WAS THERE!

Marooned For Six Days on a Breton Island

Volunteer demolition squads from the Royal Engineers helped in the destruction of French harbour works. One of these parties working at Brest had the added excitement of being marooned off the Breton coast. Their story was told exclusively to "The War Illustrated."

We reached Brest about 9 o'clock in the morning of June 18, said the corporal, and spent most of the afternoon preparing the gear for our job of demolition.

The town of Brest did not seem to have suffered much, although there had been several air raids on the docks. People were still in the town, but the French naval staff moved out while we were there. We saw them going out—all kinds of ships, from merchant ships to the big submarine "Surcouf."

Working in cooperation with the Navy, we actually finished our demolition work (which included the blowing-up of heavy cranes) about 9.30, and left the place blazing merrily. We boarded a motor-boat which had been detailed us with one leading seaman to get across the harbour. There was a strong wind blowing which brought down thick clouds of black smoke from the oil dumps we had fired. This probably saved us from the German 'planes, but it caused us to miss our way and lose the ship we should have boarded.

We hung about outside the harbour until getting on for midnight, and then, as we had plenty of fuel on board, our captain decided to make a dash for England. The boat was a 35-ft. motor launch, and there were fifteen of us on board—Royal Engineers and one sailor. We were all seasick, and she was pitching and tossing dreadfully, and at 6 o'clock in the morning the engine broke down and we drifted for about 36 hours back on to the coast of Brittany. We failed to attract the attention of any ships and had just about given up hope of being picked up when a couple of Frenchmen came out in a small fishing smack and towed us into the shore.

Here there was a crowd of villagers who told us that the Germans were about eight kilometres away. They suggested we should change our clothing so that we could mingle with them and get away as civilians, and they made arrangements to take us to another place which they did not think the Bosche had reached. Our uniforms and equipment were taken away and burnt; all we kept were just our boots and socks and they gave us all their clothes—we looked a proper ragged lot when we'd finished! This was Thursday morning, and we had had no food to speak of since Monday (there's no time for food on demolition duty!). While we were waiting for a lorry to take us to this other port they had news that the Bosche had got through and we were encircled.

It was then decided to send us to a small island where it was thought we would be safe until arrangements could be made for us to be taken to England. We were only just in time, and soon after the Bosche came through the town. We lay low until it was dark, and then we went into a cottage. Here we had to stay for six days with no food other than the potatoes and carrots we dug up, and a little milk which one of us got from the cow. The only available water was very dirty, but fortunately we had one rainy day, and that just saved us. We were also very short of cigarettes. Every day, regularly at about 11 o'clock and 4 o'clock, a German patrol 'plane came over the island, during which time we lay low.

On the following Wednesay evening we saw a small fishing boat coming out to us, and, thinking it might contain Germans, we scattered. We were very glad to see some Frenchmen land, and they told us they had heard from the villagers that we wanted to get back to England and they were willing to take us if we were willing to take the risk. So we climbed aboard and set off for England, where we arrived after 20 hours.

We 'Clouted' the German and Escaped

After wandering for days through German-occupied France, disguised as Belgian refugees, four young B.E.F. men escaped in a commandeered boat and reached England. They were Pte. Halls of Deal, Fus. Davies of Rochdale, Lce.-Bomb. Croft of Stoke-on-Trent, and Corp. Patrick Hanley of Deal, who tells their story in his own words.

Describing his experiences, Corporal Hanley said: I went across to Boulogne after ten days' leave, and the first thing I heard was that the Germans were advancing on the town. I was sent out with a party on to the Boulogne-St. Omer road, where we put up a barrier against German tanks, known to be approaching.

Eventually we were confronted by a 10-mile-long enemy armoured convoy, and the order was given "Every man for himself." With Private A. Halls, of Deal, and Lance-Bombardier J. Croft, of Stoke-on-Trent, we got to a wood, where we hid for the night. In the morning we found we were surrounded by the mechanized German column, and we were taken prisoner and kept for eight days in a locked church.

The German sentry came round about every hour to see that we were all right. On the eighth day I said to my companions: "We've had enough of this. If he comes round to-night I'm going to clout him." Well, he came round once too often. We got away into another wood, where we hid for four days, without food or water, except for a little milk we were able to get from some cows. The water was filthy and made us ill.

We managed to stagger into a barn, where we were found by a farmer, who gave us food. Then we met some Belgian refugees, who gave us some civilian clothes, and we disguised ourselves as refugees and set out to find the British or French armies.

We met a British subject in a French town who told us where he thought the French Army was. When we got there we found the Germans in possession. We decided to try to cross the Somme, but the way was choked with refugees. We then tried to rejoin the French at Lille, but, on arrival, found the Germans there, too.

We picked up a bicycle and one of us who had blistered feet went ahead on it as a sort of advance guard. We got back to Boulogne, having completed a circle—a vicious circle.

In one of the villages we passed through we were challenged by German soldiers, who were looking for spies, and since we couldn't produce our "Belgian refugee" papers we were taken to the Commandant. We were marched through the streets at the point of a revolver. I cannot speak Belgian, but fortunately neither could the Commandant, and he gave us the benefit of the doubt.

We got to the coast in time to see three British bombers destroy the German headquarters and do other damage. Our problem was to find a boat, and we reconnoitred the beach disguised as beachcombers, with our trousers rolled up and a piece of seaweed over our shoulders. Eventually two French girls told us of a garage where there was a boat

This photograph was taken during the withdrawal of the Allied Forces from Brest, the great French naval base in Brittany. It shows the smoke rising from a great conflagration when powder and petrol stores were blown up to prevent them falling into Nazi hands. Every effort was made to render the French ports through which the British forces passed useless to the Nazis, and the work was done by demolition parties with skill and daring.

Photo Fox

I WAS THERE!

Here are the our young men whose great adventure is described in these pages. They are, left to right, Lance-Bombardier H. Croft, Fusilier S. Davies, Private A. Halls, and Corporal P. Hanley. The photograph was taken just after they had arrived safely home looking little the worse for their 'ong ordeal. *Photo, Topical*

abandoned by a doctor. The boat was white ; we stole some paint and painted it black.

Just as we were about to launch it we heard a shout and saw someone dashing towards us. We thought we had been spotted, but it turned out to be a French soldier. We took him aboard, and he brought a lieutenant with him.

One man sat in the stern with a compass as we rowed. The French girls had given us food, but we didn't need it—we were all sick except Halls. They even gave us a Union Jack —to wave in case we should see British 'planes —and a bag full of corks to plug the boat in case we should be machine-gunned.

We rowed like mad and managed to get clear before daylight. Still rowing until there were blisters on our hands, we saw a boat on the following morning and were picked up and landed at an English seaside town.

We Saw Cherbourg Wrecked By Explosion

Passengers two miles out at sea on the last ship to leave Cherbourg on June 19 saw the whole quayside fall in ruins as British Marines blew up the docks. This story of the end of the great French port was told by a French naval officer when he arrived in England.

On June 18 we were told to expect a British tank division, which had fought a gallant rearguard action on the Somme, where the front was cracking and then later on the Seine.

They came rumbling into Cherbourg in the evening. Half the population had already left. Those who had resolved to stay were putting up their shutters and barricading themselves in their houses. The Germans were only a few miles away.

We started embarking about nine o'clock in the morning. Outside on all the roads leading into the town French infantry were guarding the approaches from behind barricades.

All along the quays there were British Marines drilling holes to lay dynamite. The big quay where passengers used to land from America was a weird sight. Hundreds of army vehicles stood wheel to wheel. Under this quayside were hundreds of sticks of dynamite.

The first to be got aboard were the British tanks. An officer volunteered to take two small tanks out of the town to clear the roads of any Germans.

When he got to the last barricade guarding the town, the French infantry holding it told him they were awaiting orders to evacuate and move south.

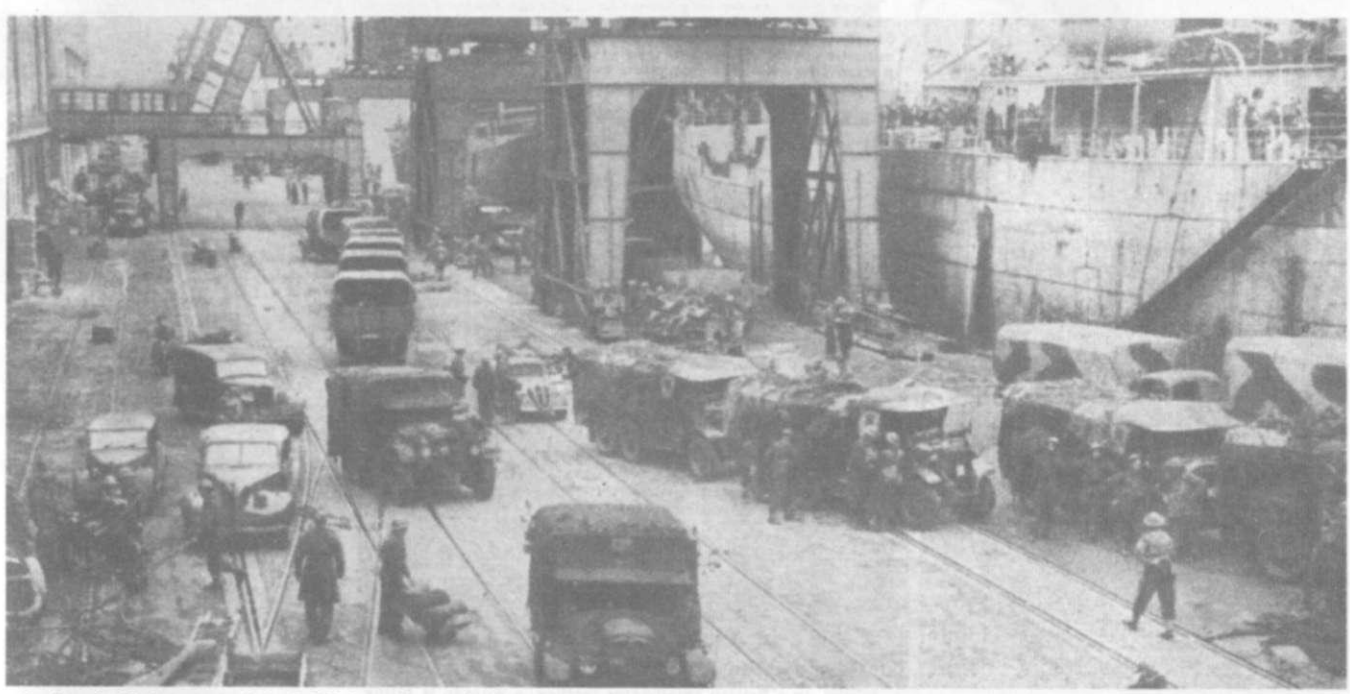
The British tank officer said to them : "Well, have a good look at these tanks, and don't fire when we come back, if you are still here."

The two tanks sailed through, and after patrolling a mile of two they turned back. Immediately they got to the barricade the officer opened the turret of the tank and waved his British tin helmet. Then he had to duck back as a machine-gun opened fire on him from the barricade.

There was nothing for it but to fight, and, after about fifteen minutes the tanks demolished the barricade and overcame the defenders. Anxious to find out why they had been attacked, the officer got down and examined the arms of the dead. They were all German, though the barricade defenders wore French uniforms. They were parachutists dropped overnight.

When the two tanks arrived at the quayside the embarkation was almost complete. They had only just time to go on board themselves. Power had been cut off, and the cranes could not be used to lift the tanks on board. So they were sent crashing down the rocks to the sea. At twelve o'clock the last ship put out. I was on board. The only craft in the harbour was a small motor-boat manned by British marines, lying in the shelter of the breakwater, and waiting to touch a switch which would send the docks of Cherbourg, and all those lorries lined on the quayside sky high.

From two miles out at sea we saw the great port's end. The long lines of quays lifted slowly into the air, then suddenly broke into segments, while hundreds of minor explosions broke out. Then a great column of smoke rose up over the port and hung there like a black cloud in the sky as we headed for England.—("*Evening Standard.*")



During the final retreat of the B.E.F. from France, it was possible to save far more equipment than was the case when the men from Dunkirk were taken off, under heavy fire, from the sands. Men and material after the retreat from Paris southward were embarked from ports that were well equipped for handling heavy cargoes. Here is the scene at Cherbourg when an almost endless stream of British Army lorries rumbled on to the quays and were safely embarked for Britain. *Photo, British Official : Crown Copyright*

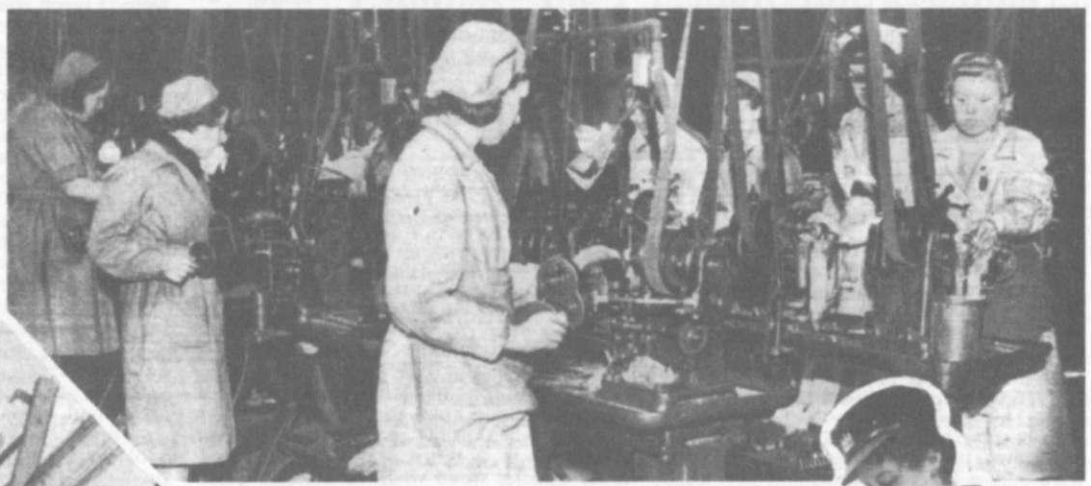
Miss England Is Busier Than Ever

Photo, Fox

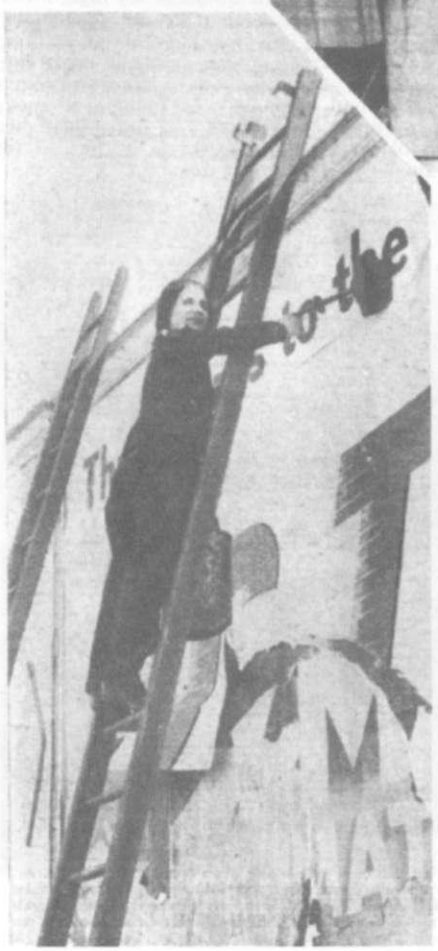
Thatchers are still busy in many parts of Britain, and the younger men who have joined the Army are being replaced by women. Here one of the latter is learning the ancient craft.

Above, some of the Forestry Section of the Women's Land Army are at work with a cross-cut saw in one of the many British forests under the Forestry Commission. Bill-posting is not an easy task for women, especially when big sheets have to be handled from ladders. The London woman below is, however, making a good job of putting up a huge "Go To It" poster.

Photos, L.N.A. and Planet News



These girls are tending lathes in one of the shops of a great Sheffield steel works which is turning out war material of various kinds. Since the war many girls have been employed there to work machine tools. *Photo, Central Press*



Above, in a British small-arms factory, a woman is piling up completed magazines for Bren guns. The war has caused some cities to employ policewomen for the first time. Right, a Manchester police recruit on her first day of duty is making notes. *Photos, Wide World and Keystone*

'Waste Not, Want Not' is the Motto for Wartime

During a great salvage campaign that followed an appeal by the Lord Mayor of Newcastle, householders contributed many thousands of bottles. Here workmen are sorting a great dump of them. They were distributed for Army use.

The two towers of the Crystal Palace, above, are being demolished for old iron. Left, a load of waste paper salved at East Ham is being taken to the mills to be repulped.

The Borough of Holborn, in whose area are many hotels and restaurants, makes every day a valuable collection of waste food to be used for feeding pigs.

IN the House of Commons on June 27 Mr. Herbert Morrison stated that the voluntary effort for salvage had not been altogether successful. In consequence a new Ministry of Supply order made the collection of salvage compulsory for all local authorities with a population exceeding 10,000. In this page are scenes at some of the salvage dumps. Expert sorters are at work all day separating and grading the great mass of material received. They deal with 92 grades of bottles, 13 grades of non-ferrous metals, various grades of paper, rag and other forms of refuse. It is the duty of householders to put all waste paper and cardboard, scrap metal and bones in separate bundles to be called for by collectors, who may be the Council dustmen, rag and bone merchants, or voluntary organizations.

Photos, Central Press, Planet News and Keystone

Above, a great consignment of iron and steel scrap, collected under the Iron and Steel Control's salvage scheme, is being loaded by a magnetic crane for transport to the smelting furnaces.

OUR DIARY OF THE WAR

WEDNESDAY, JULY 3, 1940

Sea Affair. French ships in British ports were placed under control. Following refusal of Admiral at Oran to accept conditions offered, British battle squadron opened fire, sank one battleship and damaged other units. French ships at Alexandria were forbidden by Britain to leave port.

French liner "Champlain" reported sunk by mine off La Pallice, Bay of Biscay.

Air War. R.A.F. bombers carried out daylight raids in Belgium and Holland. Dive attacks made on aerodromes at Ypenburg, The Hague, and at Evere, Brussels.

Night raids made on aerodromes at Aachen, De Kooy and Merville.

Coastal Command aircraft bombed enemy bases at Texel and Ymuiden.

Campaign against Italy. Number of Italian aircraft destroyed in Middle East since beginning of hostilities reached 60.

Home Front. Daylight raids over England and Scotland. Seven German bombers shot down. Six civilians killed and 78 injured. Train on South Coast bombed; driver killed.

General. Germany refused Rumania's request for a treaty of alliance or military assistance.

THURSDAY, JULY 4

Sea Affair. Premier made statement in House of Commons on British seizure of French warships and action off Oran.

Pétain Government announced that French warships at Alexandria had been ordered to leave. If escape was impossible, Hitler ordered that they must be scuttled.

French Admiralty ordered warships at present on high seas to intercept British merchant vessels.

Air War. R.A.F. made daylight raids on oil refineries at Hanover and Emmerich. Aerodromes at Amsterdam and Brussels attacked.

During night R.A.F. carried out attacks on naval bases at Wilhelmshaven, Emden and Kiel; on Dortmund-Ems Canal; on lines of communication at Hamburg, Cologne and elsewhere; on aerodromes at Varel, Hamburg, Aachen and Brussels.

Campaign against Italy. Nine enemy fighters shot down by R.A.F. near Sidi Barrani, Western Desert.

Small British garrisons at Kassala and Gallabat, Sudan frontier, withdrew after heavy mechanized enemy attack in which enemy lost 8 tanks, two aircraft and 300 men.

Home Front. Enemy aircraft approached Channel coast. At Portland naval auxiliary vessel was set on fire, and a tug and lighter sunk. Eleven civilians killed. Bombs dropped on South-Western counties, but no military objectives hit. One bomber and one fighter shot down.

General. Rumanian Government resigned. M. Gigurtu succeeded M. Tatarescu as Premier and formed a new Cabinet.

FRIDAY, JULY 5

Sea Affair. Germany announced that Article 8 of Armistice terms, providing for demobilization and disarming of French Fleet, would be suspended.

R.A.F. sank large German supply ship off Dutch coast and damaged another. Nazi A.A. gunship turned turtle after bombing by Hudson 'plane.

Air War. R.A.F. bombers made daylight raids on aircraft factory at Deichshausen and on aerodromes at Waalhaven and Flushing.

During night bombers again raided naval bases at Kiel and Wilhelmshaven. Docks at Cuxhaven and Hamburg attacked. Cologne railway junction bombed. Aerodromes at Schiphol and Texel attacked.

Gibraltar experienced first air raid when French naval air squadrons attacked shipping. No damage or casualties reported.

Campaign against Italy. In Libya, Blenheim bombers attacked large troop and motor transport concentrations near Bardia. Another formation bombed El Gubbi.

Home Front. Scattered raids over England during night. Slight damage and few casualties.

General. Pétain Government declared it was severing all diplomatic relations with Great Britain.

Announced that supply of oil from Iraq to Tripoli in Syria had been cut off.

Count Ciano left Rome for Berlin.

SATURDAY, JULY 6

Sea Affair. Fleet Air Arm machines secured six hits on French battleship "Dunkerque," grounded at Oran.

Demobilization of French Fleet at Alexandria proceeded, after acceptance by Admiral Godfroy of British proposals for preventing the ships being used by the enemy.

Air War. R.A.F. bombed aerodromes at Knocke, Evreux and Ypenburg.

During night shipbuilding yards at Bremen and Kiel, and armament depot at Emden, were attacked. Seaplane bases at Norderney and Hornum bombed.

Enemy made three raids on Malta. One, probably two, of raiders brought down.

Campaign against Italy. Fleet Air Arm and R.A.F. attacked Italian warships sheltering in harbour of Tobruk, Libya, eight direct hits being obtained. Other units attacked aerodrome at Catania, Sicily.

Home Front. Nazi 'planes flew over town in South Devon. High explosive bomb caused few casualties. Raiders driven off by fighters and A.A. guns. Bombs also dropped over South Coast area.

Enemy bomber shot down into sea off Aberdeenshire after 100-mile chase.

Heinkel shot down by Spitfire off South-East Coast.

SUNDAY, JULY 7

Sea Affair. Admiralty announced that H.M. submarine "Snapper" had torpedoed five German supply ships under convoy.

Air War. R.A.F. bombers made daylight raids into Germany, penetrating more than 300 miles. Aerodrome at Eschwege extensively damaged. In Northern France, a British bomber had running fight with five Messerschmitts and shot one down.

Bergen oil tanks set on fire by Fleet Air Arm. During night bombers attacked military targets at Ludwigshaven and Frankfurt, and rail communications at many places in North Germany. Hits registered on naval barracks at Wilhelmshaven and on canal basin at Duisberg-Ruhrort. Aerodromes in North Friesian Islands were bombed, as were airports of Rotterdam and Brussels.

Home Front. Bombs were dropped in coastal districts in West Country; some houses destroyed and five persons killed. Dornier "pencil" damaged by A.A. fire and believed to have come down.

Slight enemy activity over British coasts during night. Three Dorniers shot down by Hurricane fighters.

Three enemy fighters shot down by R.A.F. Spitfires off South-East Coast.

MONDAY, JULY 8

Sea Affair. Admiralty announced that H.M. destroyer "Whirlwind" had been sunk by U-boat.

French battleship "Richelieu," lying at Dakar, French West Africa, put out of action by depth charges and aerial torpedoes, after her commander had refused four alternative methods of peaceably putting her beyond reach of enemy control.

French warships at Casablanca reported to have put to sea.

Air War. R.A.F. attacked Ostend: large enemy supply ship hit, canal lock gates and naval storehouses damaged. Bombs dropped on enemy barges on canals at Zwolle, Haten, Weest, Elberg, and Delft.

Other aircraft bombed Danish harbour of Aalborg and patrol vessels off the coast. Aerodromes in enemy occupation at Soissons and Douai were damaged.

During night Kiel and Wilhelmshaven were again bombed. Damage done to oil refineries at Homburg, and to aerodromes at Waalhaven, Amsterdam and Brussels.

Three air raids on Malta, in addition to seven during week-end. Three, probably five, raiders destroyed.

Campaign against Italy. Mersa Matruh, Western Desert, bombed by enemy; no damage, no casualties.

Home Front. Daylight raids made over Britain, from extreme South-West to North-East coast. Little damage caused and few casualties. Eight enemy aircraft known to to shot down, and others disabled.

Minister of Food announced immediate rationing of tea to 2 oz. per head per week.

General. Stated that nine B.E.F. divisions rescued from Dunkirk had been fully reorganized.

French Embassy in London to be withdrawn.

Reported that British Government had lodged protest with Swedish Government against latter's decision to allow transport of German troops and materials of war across Swedish territory.

Announced that King Haakon had refused German request, through Norwegian Storting, to abdicate.

TUESDAY, JULY 9

Sea Affair. Commander-in-Chief, Mediterranean, reported that he had made contact east of Malta with Italian forces, including two battleships and number of cruisers. Enemy immediately retired behind smoke screen, but a hit was obtained on one battleship. Cruiser hit by torpedo from Fleet Air Arm machine. Enemy was being pursued.

In another part of Mediterranean H.M. submarine "Parthian" sank Italian U-boat.

Another British naval force based on Gibraltar carried out sweep towards Central Mediterranean; four enemy aircraft were destroyed and three heavily damaged.

Coastal Command aircraft attacked enemy shipping off Danish coast, including two minesweepers, one of which was damaged, and two supply ships, both of which suffered.

Air War. Coastal Command bombers attacked Bergen. Another formation bombed aircraft on Sola aerodrome at Stavanger.

R.A.F. made night raids on naval dockyards at Wilhelmshaven, Bremen, goods yards in the Ruhr, oil refineries at Manheim, and aerodromes at Borkum, Texel, Schiphol and Waalhaven.

Campaign against Italy. R.A.F. raids were reported on Diredawa, Zula and Massawa, Italian East Africa, considerable damage being done.

Enemy columns endeavouring to raise siege of Fort Capuzzo, Western Desert, successfully engaged.

Home Front. Eight enemy aircraft brought down, one of which was towed in, and several others severely damaged during raids on various parts of Britain. Some damage done to premises at Bristol Channel port. Six persons killed in Welsh area.

General. House of Commons approved further Vote of Credit of £1,000,000,000 for war expenditure.

Hitler-Ciano talks in Berlin continued.

French Chamber and Senate at Vichy voted full powers to Marshal Pétain to promulgate by decree a new Constitution.